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"Hongkong Telegraph" for The South China Morning Post, Ltd. 1 & 3, Wyndham Street, Hongkong.

The

Hongkong Telegraph

FOUNDED 1876

六拜禮 號五月正英港香 SATURDAY, JANUARY 5, 1929. 日五廿月一十

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NO IMPROVEMENT IN THE KING.

MEDICAL VIEW STILL SATISFIED.

NOT TO BE INTERPRETED AS A RELAPSE.

NO CHANGE TO REPORT.

London, Jan. 4. The failure of His Majesty to make any improvement in his general condition was again marked to-day, and anxiety continued. A bulletin issued at 11.30 a.m. stated:—"The King had a quieter night. His local condition shows slight improvement. The general condition remains stationary."

Some relief was felt when it was announced officially from Buckingham Palace during the afternoon that the King was having a little more restful day, but the hope that this would lead to a more satisfactory evening bulletin was not borne out.

Published at 8.15 p.m. the bulletin stated:

"The King has had a quiet day. There is no change to report in His Majesty's condition."

(Signed) Stanley Hewitt, Dawson of Penn.

It is noteworthy that Sir Hugh Riggby, the King's surgeon did not attend at the Palace to-night, for the first time since December 12th, when the operation was performed.

The last three bulletins regarding the King show that for the past thirty hours there has been no indication of change in His Majesty's general condition, but, as the doctors point out, this is not to be interpreted as a relapse.

Still Anxiety.

This morning's bulletin, in fact, is regarded as satisfactory, although of course there is still anxiety.

The bulletin encourages hopes of a settled and more definite improvement in the King's condition.

In medical circles, it is pointed out that the healing process goes on slowly, but it is obvious that the infection has been mastered.

The protective wall of new tissue should now be sufficient to exclude practically any fears of further lung complication.

Holding Ground.

His Majesty's general condition will show very little change at this stage and that it is stationary may be taken as meaning that the ground gained has been held.

It was disclosed in the full review of the case prepared for the medical press that the King's disinclination for food was being overcome and that the "Will to live is there."

A good deal depends on both these factors. By the will to live, doctors define the quality in spirit that has a considerable influence in helping towards conquest of a disease.

Prince's Accident.

The Duke of Gloucester while hunting with the Quorn, near Bursby, fell at a wide ditch but escaped with a shaking.—*Reuter and British Wireless.*

COTTON SPINNING OPERATIVES.

OILING AGREEMENT TO TERMINATE.

London, Jan. 4. A climax has been reached in the endeavour of the employers to secure a fully productive 48-hour week in the cotton industry.

The General Committee of the Master Cotton Spinners in Manchester has confirmed the decision to give the Operative Spinners' Amalgamation notice terminating the existing oiling and oiling agreement on February 2nd.

Under this agreement, which is now to terminate, the operatives are given time allowances for cleaning and oiling their engines.—*Reuter.*

WOMEN STUDENTS IN HOSPITALS.

CUPID'S INFLUENCE NOW BRUSHED ASIDE.

RETENTION URGED.

London, Jan. 4. The limitations placed upon the medical education of women in London hospitals are the subject of a report which has been drawn up by a Committee which was appointed by the Senate of the London University a year ago.

This question was rendered acute at that time by the exclusion of further women students from the medical schools of the London hospitals.

Sir James Purves Stewart, Senior Physician to Westminster Hospital, at that time expressed the view that usually the ablest women far exceed the profession shortly after graduating, in order to marry; that some men students were disinclined to sit alongside women in medical classrooms; and that opportunities for athletics must also be less attractive in mixed schools; while inevitable distractions could not but arise from the continuous association of attractive young men with attractive young women in the classroom laboratories and wards.

It is understood that the Committee has now reported in favour of the retention of women students in London hospitals, but recommends that, in order to prevent an excess of women students, each hospital should take a definite quota.

Dr. Graham Little, who is one of the champions of women doctors, and is a member of the Committee, expressed the view to-day that any obstacle which the hospitals might put in the way of the best possible medical education for women was nothing short of a crime, in view especially of the present mortality of childbirth.—*British Wireless.*

KELLOGG PACT IS DEFENDED.

BRITAIN GAINS LESS THAN UNITED STATES.

U. S. SENATE SPEECH.

Washington, Jan. 4. Against the powerful Navy group, Senator Borah single-handedly defended the Kellogg Anti-War Pact in a three-hour speech before an interested and crowded sitting of the Senate to-day.

He warned the Senators that if they did not find a way to preserve peace, civilization would be imperilled as it had not been since the Dark Ages.

In the course of his speech, Senator Borah argued that the Pact did not impair the Monroe Doctrine. He declared that Britain's technical position under the Pact was inferior to that of the United States, because Britain had specifically stated her right in only certain cases, to exercise the privilege of self-defence, while the United States "stood put" on the right of self-defence at any time, anywhere and anyhow.—*Reuter's American Service.*

AMERICAN WHEAT FOR RUSSIA.

BIG MACHINERY ORDER REPORTED.

Los Angeles, Jan. 4. It is stated by local newspapers that Mr. Thomas Campbell, one of America's largest wheat-growers, is shortly proceeding to Russia to plant 10,000,000 selected acres with wheat.

A hundred million dollars' worth of American agricultural machinery is said to have been purchased in this connection.—*Reuter's American Service.*

THE OPIUM SCANDAL TRIAL.

PROCEEDINGS TAKEN IN CAMERA.

Shanghai, Jan. 4. The trial of a number of seamen in connection with the Opium Scandal opened to-day, the proceedings taking place in camera.

ENGLAND'S DAY IN THIRD TEST.

SUPERB EFFORT BY OPENING PAIR.

WHOLE TREND OF GAME IS CHANGED.

SEVENTH DAY TO-DAY.

English cricket enjoyed a wonderful revival at Melbourne yesterday, the sixth day of the third Test match, when the position of the teams was completely reversed as the result of a magnificent partnership between Hobbs and Sutcliffe.

It was England's day from beginning to end, and whether we win or lose to-day, we shall at least have proved our ability to fight uphill as well as down.

Australia lost her two remaining wickets for four runs, the innings closing at 351. England was thereby set the difficult task of scoring 332 runs in the fourth innings to win, and furthermore on a wicket, not only wearing as the result of six days' play, but affected by heavy rain.

Wonderful Partnership.

Hobbs and Sutcliffe definitely proved their mettle. Hobbs had two "lives" on at 3 and one at 17, but on a fiery pitch this might be expected. The curious things done by the ball is shown by the fact that Oldfield gave away 20 in extras.

A separation was not effected until 105 runs were on the board, when Grimmett successfully appealed for l.b.w. against Hobbs. It was a masterly innings under most difficult conditions, and Reuter says that the partnership will go down in history as one of the greatest partnerships in Test cricket.

Jardine played a brilliant defensive game on joining Sutcliffe, and at the close of play, the partnership had added a further 66 runs without loss.

England required 161 runs to win when Sutcliffe (83 not) and Jardine (18 not) took their places at the wicket this morning.

Australia-1st Innings.				
W. M. Woodfull, c. Jardine, b. Tate	7			
N. Richardson, c. Duckworth, b. Larwood	2			
H. L. Hendry, c. Jardine, b. Larwood	23			
A. P. Kippax, c. Jardine, b. Larwood	106			
A. S. Ender, c. Hendry, b. Tate	12			
D. Bradman, c. Hammond, b. Tate	70			
W. A. Oldfield, b. Garry	8			
M. A. Blackett, c. Duckworth, b. White	8			
M. O'Sullivan, b. Garry	16			
C. V. Grimmett, c. Duckworth, b. Garry	7			
D. Blackie, not out	1			
Extras	7			
Total	307			

Fall of wickets: 1/67; 2/16; 3/67; 4/216; 5/262; 6/262; 7/273; 8/353; 9/354; 10/367.

Bowling Analysis.				
Larwood	10	0	1	0
Tate	27	3	1	2
Garry	35.6	4	8	6
Hammond	67	20	19	1
White	11	0	1	0
Jardine	1	0	1	0

England-1st Innings.				
J. B. Hobbs, c. Oldfield, b. A. Blackett	20			
H. L. Hendry, c. Blackie, b. Blackett	28			
W. L. Hammond, c. A. Blackett, b. Blackie	250			
A. P. Kippax, c. Blackie, b. Blackie	12			
H. Hendry, c. A. Blackett, b. Hendry	19			
D. R. Jardine, c. b. Blackie	62			
C. V. Grimmett, c. b. Blackie	12			
G. Garry, l.w., c. Grimmett	1			
C. Duckworth, b. Blackie	8			
A. P. Kippax, c. Grimmett	2			
J. C. White, not out	1			
Extras	1			
Total	417			

Fall of wickets: 1/28; 2/16; 3/201; 4/216; 5/261; 6/262; 7/262; 8/353; 9/354; 10/367.

Bowling Analysis.				
A. Blackett	27	0	1	0
Hendry	20	0	1	0
Grimmett	42	16	28	2
O'Sullivan	36	14	11	2
Hammond	16	0	1	0
Garry	20	4	10	2
Jardine	4	0	1	0

Australia-2nd Innings.				
W. M. Woodfull, c. Duckworth, b. Tate	107			
N. Richardson, c. Duckworth, b. Tate	8			
H. L. Hendry, c. Duckworth, b. Tate	12			
A. P. Kippax, b. Tate	41			
A. S. Ender, b. Garry	116			
D. Bradman, c. Duckworth, b. Garry	7			
W. A. Oldfield, b. White	7			
M. A. Blackett, b. White	20			
M. O'Sullivan, b. White	12			
C. V. Grimmett, not out	4			
D. Blackie, b. White	10			
Extras	1			
Total	351			

Fall of wickets: 1/71; 2/60; 3/188; 4/181; 5/201; 6/222; 7/222; 8/351; 9/351; 10/351.

Bowling Analysis.				
Larwood	40	0	1	1
Tate	42	16	28	2
White	20	10	10	2
Hammond	16	0	1	0
Garry	20	4	10	2

England-2nd Innings.

J. B. Hobbs, l.w., b. Blackie

H. L. Hendry, not out

D. R. Jardine, not out

Extras

Total (for 1 wk.)

Fall of wickets: 1 for 105 (Hobbs).

CRICKETERS FOR ENGLAND.

SOUTH AFRICAN TOURING TEAM SELECTED.

FIVE TEST MATCHES.

Capetown, Jan. 4. The South African cricket selectors have announced the team which will tour England next season. Deane will again skipper the team, which will play a series of five Test Matches, in addition to meeting the majority of the county elevens. The team is as follows:

- H. Deane (Transvaal), captain.
- R. H. Catterall (Natal).
- H. W. Taylor (Transvaal).
- A. L. Ochoa (Eastern Prov.).
- C. Vincent (Transvaal).
- J. Christie (Transvaal).
- H. B. Cameron (Transvaal).
- F. Vandermerwe (Transvaal).
- B. Mitchell (Transvaal).
- Z. Macmillan (Transvaal).
- I. J. Siedle (Natal).
- E. Dalton (Natal).
- D. Morkel (W. Province).
- N. Owen Smith (W. Province).
- N. Quinn (Griqualand West).
- and reserve (S. Sloya, West Prov.).

Only three of the fifteen selected players are well-known to English cricket, Deane, Catterall and Taylor. Of the twelve centuries scored against England in the Test Matches, Catterall has scored two and Taylor four.

Morkel, Cameron and Siedle are all first-class bats and should enable the tourists to give a good account of themselves.

The tour opens with a match against Worcester on May 1st. The First Test is to be played at Birmingham on June 15th, the Second at Lord's on June 29th, the Third at Leeds on July 13th, the Fourth at Manchester on July 27th, and the Fifth at the Oval on August 17th.

SALVATION ARMY CONFLICT.

HIGH MELBOURNE OFFICER SUSPENDED.

COUNCIL CRITICISED.

London, Jan. 4. The conflict of opinion in the Salvation Army regarding the convocation of the High Council as the result of the illness of General Bramwell Booth, is illustrated by news from Melbourne to the effect that Brigadier Slattery, the Divisional Commander of the Salvation Army in Melbourne, has been suspended from duty for criticising members of the High Council and refusing subsequently to refrain from reference to its forthcoming meeting.

The suspension has given rise to much speculation.

All the delegates of the High Council have already arrived in London for Tuesday's fateful meeting.

They comprise 46 British representatives, six American representatives, and one from each of twelve other nations.

It is not yet known who will preside.

The calling of the High Council means that the privilege hitherto conceded to the General of appointing his own successor has been superseded.

The High Council will decide whether General Bramwell Booth is well enough to continue as the sole trustee, and if the answer is in the negative, will appoint his successor.—*Reuter.*

CHINA'S MILITARY ORGANISATION.

FIVE DISTRICTS PLANNED BY CONFERENCE.

Nanking, Jan. 4. The Nanking Military Reorganization and Disbandment Conference, it is reported, will divide the country into five Garrison Districts, (1) Tientsin, (2) Wuchang and Hankow, (3) Tsinanfu and Chengchow, (4) Kwangtung and Kwangsi, (5) Wuhu and Shanghai, (6) Yenching.

QUAINT CHINESE DECREE.

KWANGTUNG HUNTING REGULATIONS.

"LIKE DRYING SEA UP TO CATCH FISH."

SPORTSMEN WARNED.

Under good local Government, a territory is free from locusts, and among a virtuous people, birds prey not on other birds' nests.

"In the season when autumn changes to winter, sportsmen go to the hills to shoot game, solely for their own ends—a cruel, wanton slaughter which offends the laws of Heaven. More than this, the woods are often fired to destroy the lurking-places of birds and beasts, driving them out. This practice is as vicious as drying up the sea to catch fish. It renders the hillside barren and unfit for grass cutting, depriving the poor of a means of livelihood, and it will be put down. Take note that offenders will be punished without discrimination."

Thus runs a proclamation issued by Cheng Kai-sung, Magistrate of the Po On district of Kwangtung, which is reproduced in the current issue of the *Hongkong Government Gazette*. It follows lengthy regulations promulgated by the Provincial Government of Kwangtung with regard to shooting and hunting in the province.

Permits and Fees.

It is laid down in the regulations that any person desiring to hunt game in the Province shall apply to the Civil Administration Bureau, giving his name, age, nationality, occupation, address, the locality where he wishes to hunt, enclosing two half-length photos four inches long, and a fee of \$2 (Central Bank notes.) On approval the Civil Administration Bureau will issue to him the required hunting certificate which shall be renewed annually. The form of such certificate shall be specified in a separate schedule.

The holder of a hunting certificate shall, before he actually goes hunting, make due report to the police as to where he wishes to hunt. The police in such places, if it appears to them necessary to prohibit hunting for the time being for any reason, shall have power to prohibit it accordingly. While such matters lie within the duty of the police, the authorities in all places where no police station has been established, shall see to them.

The holder of a hunting certificate shall take with him the certificate when he goes hunting, and shall produce it for examination when asked for by the authorities concerned. No certificate shall hold good for anybody other than the person to whom it was issued.

Prohibited Methods.

No hunting shall be carried out by the following means:—Dynamite, poisons, high explosives, traps. In case any of the above are necessary on account of any particular circumstances, due approval of the authorities in the locality shall be obtained and due notice shall be published in advance.

No hunting shall take place in the following places:—Prohibited mountains, Government cemeteries of all dynasties, public gardens, public roads, monasteries and temples, thickly populated places, other places which the authorities have appointed for special purposes or where hunting has been suppressed on application.

The Close Season.

No person shall enter any garden or enclosure in pursuit of any bird or animal, unless permission has been obtained from the owners.

No hunting of any bird or animal under protection shall be allowed. But this shall not apply to cases where due permission has been granted by the Civil Administration Bureau for purposes of research or for other special reasons.

Hunting shall only be allowed between 1st October and the end of March, which period may be extended for not more than a month on the recommendation of the local authorities for any particular reasons.

Bulls and Inners

From the Office Butts.

The Anglo-Scottish toast:—"Gentlemen, St. George; tang may his lum reek!"

On the evening after the Hongkong-Kowloon match a missile entered the Clubhouse of the K.B.C.C. The Police hold two theories:—(1) that distance precludes the idea that a Hongkong player was responsible; (2) that the President of the Club talks too much.

The Police Bowls team did not play for Hongkong on New Year's Day. It is thought that they were too busy keeping their new resolutions.

From the way some of our golfers go through the preliminaries to driving off, we should say they are clever tee-dancers.

After observing the working of the new ferry turnstiles, we are of opinion that it is easier for a camel to pass through the eye of a needle than for a fat man to reach the Stars.

"After his display in the Test matches, those extra noughts denoting centuries should be known as Hammond eggs."

Our contemporary, which refers to the bat and ball game as cricket appears to have confused it with rounders.

The piano next door would be fine if it didn't stutter.

A Kowloon mother whose children were very peevish this week Hongkong. Some boxers shine in decided to castor oil upon the ring; others are merely polished-troubled waters.

What the boys liked best at their Christmas and New Year dinner was the stuffing.

One of the subscription griffins is named False Alarm. The suggestion is that this should be altered to Wrong Number, thus ensuring a permanent connexion.

Monday was the thirty-third of December.

After getting free vaccination, an Aberdeen complained that he'd been swindled because it didn't take.

A telegram says there are big schemes afoot in connexion with the establishment of a Port Authority for Shanghai. Shouldn't it have been "float?"

According to the *Telegraph*, the Club de Recreo shared "four foals" with the Hongkong Football Club on Saturday. Too many for twenty-two players.

"I have blood in my eye; Philip-pine wels had better take cover," says Pussfoot Johnson. Looks as if he hasn't been too dry.

One way of keeping your wife silent is to get her interested in the *Telegraph* bridge puzzles.

Thus a contemporary, in an obituary notice:—"He was a man who had suffered much. He had been a subscriber to this paper from its first issue."

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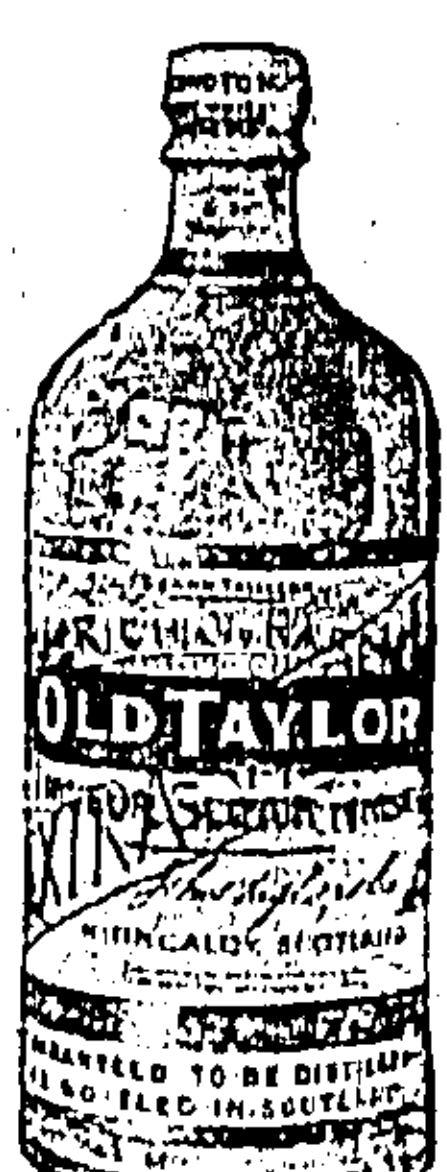
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ACCIDENTAL DEATH.
JURY'S RECOMMENDATIONS
FOLLOWING INQUIRY.

The inquiry into the death of a Chinese woman, following an explosion in the Fung Keung Rubber Factory at Shauiwan, was brought to a close yesterday afternoon. The jury returned a verdict of "Accidental death" and added a recommendation to the effect that since there was an Ordinance requiring certificates for the installation and working of boilers in the Colony, the Government should see that the Ordinance was not allowed to become a dead letter. Not only should the Ordinance be put into force, but also periodic examinations should be carried out by Government surveyors, and further the working of boilers should be under skilled supervision.

The jury also agreed with witnesses as regards the proper surveying of steam boilers in the Colony.

Prior to the sitting yesterday, the Coroner, the Jury and Mr. R. S. Logan, the P.W.D. engineer, examined the boiler concerned and also the scene of the accident. The Court sat at 3 p.m.

The evidence given by the manager of the factory in the course of the inquiry was to the effect that he was not at the works at the time of the explosion. Someone telephoned to him, while he was at Causeway Bay, and he hurried down to Shauiwan where he found one of the women hands killed.

Cover Blown Off.

Speaking of the explosion, the witness said that the cover of one of the vulcanisers was blown off with such force, that it brought down a pillar and then went through a party wall. The boiler was made in Shanghai, by a Chinese firm who also designed it.

The person in charge of the vulcaniser, said the manager, had a little experience in engineering and none whatever of vulcanisers when he joined the factory a few months ago. The explosion injured the man, who was attended to at the hospital but was not detained. The next day the witness sent for the man in charge of the boiler, who in an interview with the manager had told the latter that just before the explosion he had heard a sizzling sound as of steam escaping. Witness added that he understood that the man in question had since left the Colony.

A number of questions as to the working of the boiler from an engineering point of view were then put to the witness.

At the close of the evidence Mr. R. E. Lindsell, the Coroner, addressing the jury said that any person who undertook a duty which might involve danger to other human beings was bound by law to exercise a certain amount of skill and care in carrying out that duty. If he grossly and criminally neglected that duty, then he was guilty of manslaughter, but the jury must find gross and criminal negligence before they would be justified in bringing in a verdict of manslaughter.

A Dead Letter.

The fact that the man in charge of the boiler had absconded was not a point to which the jury had to attach great importance, as it was somewhat common to find such persons running away in preference to facing the consequences, whether criminal or otherwise. As to the system under which it was possible to employ such a man on such a job, it was not the Coroner's province to comment, but the jury could, if they desired, make whatever comment they wished.

Mr. Lindsell also drew attention to the existence of the Ordinance which required the issuance of a certificate in connexion with every boiler in this Colony before that boiler was legally in use. It would appear, said Mr. Lindsell, that the Ordinance was a dead letter. Whether that was desirable or not, the jury might find occasion to say.

The jury returned the verdict given above.

BIG SHAUKIWAN BLAZE.

BOATYARDS & HUT HOMES DESTROYED.

ARTILLERYMEN HELP.

One of the most spectacular fires to occur in Hongkong for some time broke out at Shauiwan last night and raged for about two hours despite exceptionally good work on the part of the Fire Brigade. The district involved is known as the "Che Moo Tee" district, being a collection of roughly built houses, workshops of all descriptions and small timber yards.

The area involved is on the seaford at Shauiwan near the tramway terminus. The range of buildings extends back from the waterfront for a distance of roughly a hundred feet, leaving a passageway between the last line of hutsments and the dwelling houses which front to the road.

How the fire started is a complete mystery at the moment. At about eight o'clock last night several of the huts were seen to be on fire and there was a general stampede among the dwellers in the district which, it is stated, comprises about a hundred and fifty ramshackle buildings of all descriptions.

Huddled together so that they defy classification, many of these rude hutments serve the double purpose of house and tiny factory for large numbers of people. The majority consist of a wooden framing around which pieces of wood, corrugated iron and other scrap material have been fastened together to form a rude workshop or home for Chinese of distinctly limited means.

Flames Sweep Nullah.

The fire was first noticed on the far side of the collection of huts and spread with such rapidity that before the first contingent of the Brigade arrived several huts had been destroyed. A high wind was blowing at the time and in such a congested area the flames were able to run along the whole length of the range of buildings.

A nullah about twenty feet wide might have confined the outbreak to comparatively small limits if the wind had been blowing in the other direction. Soon, however, the flames swept over the nullah, touched the buildings on the other side and quickly transformed them into blazing masses of timber. Hut after hut was involved despite the activities of the Fire Brigade which brought into play the greater part of the equipment kept on the Hongkong side.

Fire Float in Action.

Numerous jets were worked from motor pumps standing in the main road and shortly after nine o'clock the latest fire float was put into action in order to tackle the flames from the seaward. The fire float proved ineffective at first owing to low water and inability to come close in shore. The jets of water failed to reach the burning buildings but later the float was able to get closer in and render useful service.

The firemen were helped by about sixty men from the 12th Heavy Battery Royal Artillery stationed at Lyman Barracks who were on the spot soon after the fire started, being in command of Captain McNair and Lieutenant Quinn.

By half past nine it seemed likely that the flames would go on spreading almost indefinitely. The highly inflammable nature of the buildings and the high wind contributed to a fire spectacular in the extreme. The flames rose a hundred feet in the air, were easily seen from the more distant parts of Kowloon and provoked considerable comment among passengers on the ferry, many of whom were on their way to St. George's Ball.

Fireman in Evening Dress.

One of the European officers of the Fire Brigade was on his way to the City Hall when the fire was first reported and appeared on the scene directing the men under his control while wearing evening dress.

The crowd was kept well under control by the troops and a large body of police, but many people who secured good vantage points were forced to retreat periodically when the corrugated iron roof of one doomed shed would fall with a crash, sending a shower of sparks into the air.

A woodyard at the extreme end of the range of hutments was in constant danger of being involved, but the Brigade concentrated the majority of lines of hose on the nearest blazing buildings and by persistent effort prevented the woodyard from being involved.

People Without Homes.

There was a moment's excitement shortly before ten o'clock when another woodshed well removed from the area involved was seen to be on fire, beams in the roof having broken out into flame. A lot of water directed to the spot quickly averted the danger in this quarter.

People living nearby had good cause to remove their belongings as at one time it seemed likely that the blaze would extend even further. Fortunately it was confined to the settlement of dwellings and workshops, the greater part of which was entirely wiped out.

It is difficult to describe the nature of the settlement but it is understood that it includes several yards owned by boatbuilders, shops where engineering work is done and store places of various kinds. In addition many of the huts were formerly used as dwellings and it is safe to say that a number of people have been rendered homeless by the fire. The means of livelihood of a number of people has also undoubtedly vanished.

By ten thirty last night the area involved had been stripped of its buildings and was merely a street of blazing and smouldering debris. The main supports of the buildings merely remained to give some indication of the height of the buildings which had been burned. These stood up like giant fireworks, still smouldering in the strong wind and periodically bursting into flame again.

The First Alarm.

According to information from the Fire Station the alarm was received at 8.23, it being stated that a range of matsheds belonging to a boat builder and covering an area of 500 feet by 100 feet had caught fire.

The Brigade turned out four machines under Mr. H. T. Brooks and other European officers, the fire float also being ordered to the scene. Over three hundred feet of hose were put into play when the Brigade arrived, the hose being taken through narrow paths between the houses and godowns to the seat of the fire.

The stop signal was sent out at 10.4 p.m. when it was apparent that the efforts of the Brigade had been successful in preventing the flames from spreading still further.

A much larger area than that specified in the first alarm was involved however, but any estimate of the damage is impossible owing to the congested nature of the settlement and the fact that the uses of the various hutments is largely a matter for speculation.

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Wednesday, Jan. 9th "CANDIDA"	Thursday, Jan. 10th "THE DOCTOR'S DILEMMA"
Friday, Jan. 11th "Mrs. WARREN'S PROFESSION"	Saturday, Jan. 12th "Mrs. WARREN'S PROFESSION"
Monday, Jan. 14th "YOU NEVER CAN TELL"	

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Booking now Open at MOUTRIE'S
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PENINSULA HOTEL

The Opening of the GRILL

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6th Floor

will be celebrated by

A

CARNIVAL

on

SATURDAY, 12th January, 1929,
at 8.30 p.m.

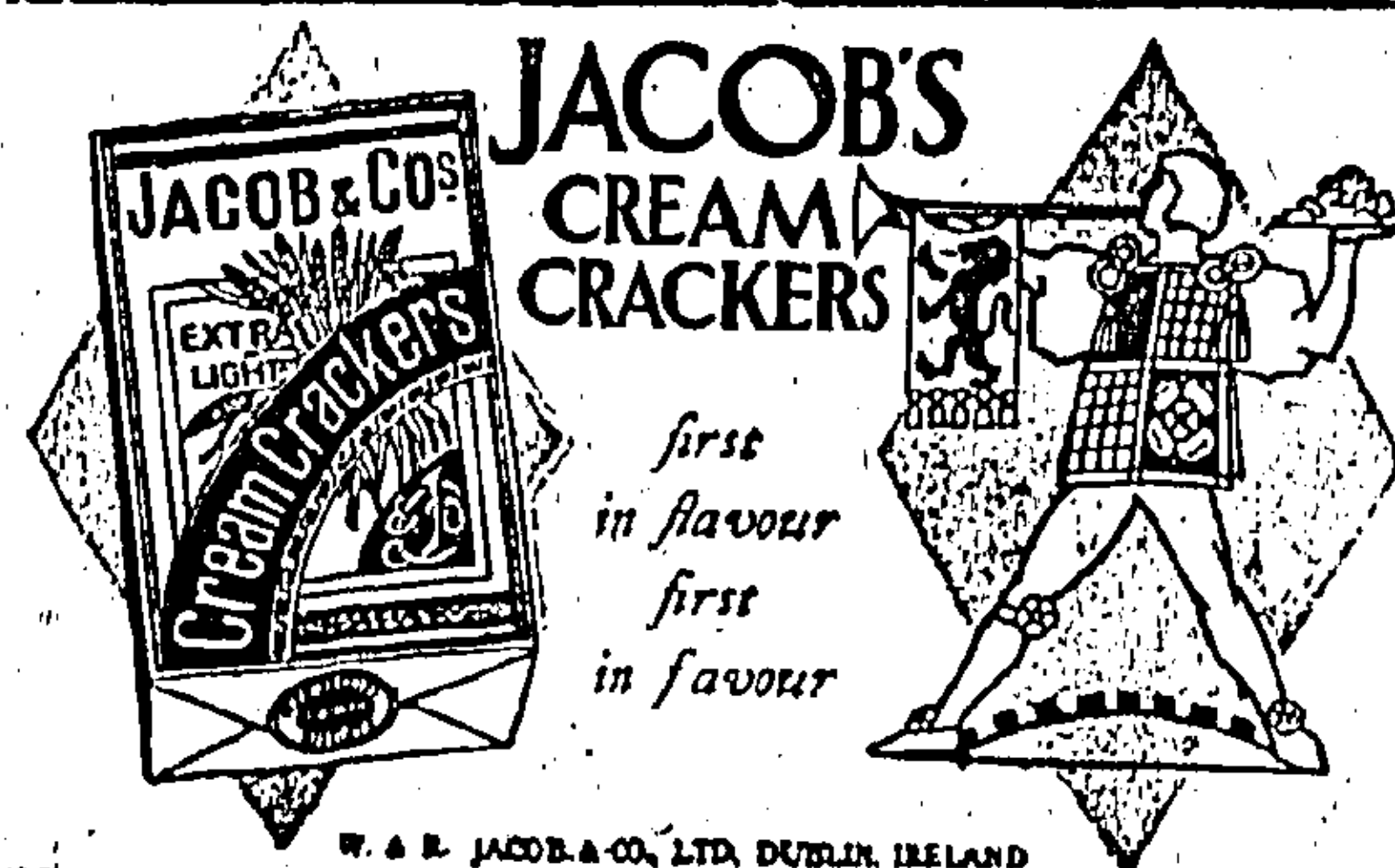
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ELECTRIC POWER

at
5 CENTS
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The local supply has published the following
notice:—

Reduction in Price of Current.

As from January 1st, 1929, the
price of current supplied for the
following services will be reduced
to 5 cents per unit:—

1. Three phase and single phase
motors exceeding 1/4 H.P.
(single phase lift motors and
motor generators excepted).
2. Three phase lift motors.
3. Domestic heating and power
when supplied through the
Company's standard connecting
plugs (particulars of which may
be obtained at the Head Office.)

For full particulars of the cost of Cooking and
Heating electrically, with approved connecting
plugs —

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THE GENERAL ELECTRIC CO.
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FORGED NOTES.

POLICE INFORMER IN AN UNUSUAL SITUATION.

Kam Singh, an ex-ship's guard and police informer, who is described as being well-known in the Indian community, was charged on remand, before Major C. Willson at the Central Police Court yesterday afternoon, with the possession of 89 forged notes purporting to be the old \$10 denomination issued by the Hongkong and Shanghai Bank, and also with the possession of two rifle cartridges without a permit from the Captain Superintendent of Police.

On behalf of the accused, Mr. C. A. S. Russ pleaded "not guilty." A money-changer from the Cheung Kee money-changer's shop at 114, Queen's Road Central was called, to testify as to the spurious nature of the notes. He said that they were very crude forgeries.

Detective Inspector Lane stated that on December 19, he entered the Tai Law Tin boarding-house at Des Voeux Road Central on a warrant, and went up to room No. 518. There was no sign of any luggage or personal property in the room, when witness entered it. He recognized a man whom he found to be the sole occupant, as Kam Singh. Witness had known Kam Singh for some time.

Witness asked accused, in English, what he was doing there, and accused replied that he was waiting for a friend, at the same time nodding towards the adjacent room. No. 519, witness had already noticed, was occupied by a Chinese woman. Witness asked accused if it was a woman, and he replied that it was a man for whom he was waiting.

Discovered Under Mattress. Witness then proceeded to search accused, but found nothing of an incriminating nature on him. He next searched the room, looking under the bed and finally turning up the bedding. The corner of the mattress at the top of the bed which he turned back, disclosed the notes, tied up in bundles, which were now the subject of the case. Witness also found two rounds of .303 rifle ammunition, wrapped up in a piece of Chinese newspaper, lying on top of the bundle of notes. He then took the accused to the Central Police Station.

Sub-Inspector Elston and a Chinese detective were other C. I. D. officers who accompanied him on his visit to the boarding-house, and were present at the search.

Mr. Russ, cross-examining: Of course you went to these premises on information received?—Yes.

Did the man who gave you this information know that these notes were under the bedding?—He knew that they were in the room.

Did he also give information as to the two rounds of ammunition?—There was no mention of the two rounds.

Defendant, I think, is an old friend of yours?—Well, he is a police informer.

And had been of considerable assistance to you in that capacity?—He tried to be of some assistance.

A Dangerous Occupation. It is a dangerous occupation, that of a police informer?—Yes.

For example, someone, on whom he informed, might want to get even with him?

Witness said that he had known accused for two years, but had only known him as an informer since August of last year.

Mr. Russ: As informer he gave information often?—The last occasion on which he saw me was when he said he had been asked to procure a buyer for ammunition.

I think he produced two cartridges?—No, I think he has never produced any ammunition to me at all. He has given information to the effect that he was asked by someone else to find a purchaser for ammunition. He saw me at the Central Police Station sometime about August of last year.

Then he was encouraged to get these people into a trap if possible?

Witness said that all that was done was to instruct the accused to enquire further and find out something definite.

Witness denied that a trap was being set. His final instruction to accused was to try to trace the source of supply and to find out how the owners would be satisfied on the terms of payment. That was the last he saw of the accused, as the latter did not come back and the matter dropped there.

Questioning witness further as to the forged notes, Mr. Russ asked if their crudeness did not give him the impression that they were cast-offs. By that he meant that they were rejected forgeries, being so bad that the forgers did not think it worth while to pass them off, they keeping only the good ones for that purpose.

Witness said he was sure he did not know.

Corroborative evidence was given by Sub-Inspector Elston. Accused was committed for trial at the next Criminal Sessions.

The Other Case. Six of the eleven Chinese who had been appearing before Mr. R.

FEAR OF TRANCES.

TESTATOR DIRECTS DOCTORS TO SEVER ARTERY.

"I direct that, being subject to trances, two doctors shall, by cutting an artery, be able to certify that I am dead." This sentence is contained in the will of Augusta Agnew Pope, widow, who died at No. 1, King's Gardens, Hove, Sussex, on March 5, 1925, leaving Hongkong estate to the value of \$3,300 and net personally elsewhere worth £25,290. Many bequests are made to relatives and friends.

Probate has been granted to Mr. T. G. Bennett, of Messrs. Johnson, Stokes and Master, who is the attorney of the executors.

Local estate worth \$75,000 was left by John Hoe, alias Sin Tsun-ho, merchant formerly of Waterloo, Sydney, Australia, who died at Canton on July 21, 1921. Probate has been granted to Fui Kwan-hoe, alias Sin Pui-kwan, merchant, of Causeway Bay. The bequests are of a family nature.

Re-sealing of probate of the will of John Kennedy, one time manager of the Hongkong and Shanghai Banking Corporation at Manila, has been granted to Mr. D. J. Lewis, of Messrs. Johnson, Stokes and Master, who is the attorney of Agnes Elizabeth Fairgrieve or Kennedy, the widow, to whom everything is bequeathed.

Local estate amounts to \$71,200, gross estate elsewhere totalling £35,416.

The testator died at The Lodge, Birnam, Perthshire, Scotland, on January 8, this year.

E. Lindsell at the Central Magistrate on a charge of conspiring to utter forged Hongkong and Shanghai Bank notes were discharged at the conclusion of a sitting which extended to a late hour on Monday afternoon. Of the remaining five defendants, namely Nos. 1, 2, 6, 7 and 8, two are women, and in the case of one of them it was indicated that some argument would be raised on the law of coercion, having regard to her position as the wife of one of the male defendants.

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The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers Cheques encashed. Drafts and Telegraphic Remittances effected.

Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Dry storage accommodation for all kinds of Non-hazardous Goods.

Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination. Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of over 300 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

THE FAR EASTERN TRAVELLER'S GAZETTE

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Judicious investing is one of the most profitable investments associated with successful Business Enterprise.

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The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455

LOST.

LOST OR STOLEN.—From No. 8, Humphrey's Avenue, Kowloon, TWO Liver and White Pointers, on the morning of December 30, between the hours of 1 and 6 a.m. Descriptions:—Male, 2 liver patches on either side. Female, small patch, about 4 inches on left hind leg and 3 small patches on the tail. Information leading to recovery will be suitably rewarded. Day, time Tel. C.358, after office hours, K.1211.

APARTMENT TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95, to \$130 per month; double rooms for 2 persons with full board from \$180 per month; daily rates from \$4 per day. European management. Tel. K.367.

PREMISES TO LET.

TO LET.—One European FLAT, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—AT CHEUNG CHAU, Furnished bungalow to let, No. 18A. Three rooms and two bathrooms, garden facing south. Close to Morning Beach. Apply Box No. 443, care of "Hongkong Telegraph."

TO LET.—No. 7, Stewart Terrace, 270 Peak, from March 1st to October 31st. Five rooms, fully furnished. Modern Sanitation, servants' quarters, garden, also Matched at Repulse Bay. Apply F. A. Mackintosh.

TO BE LET.—FURNISHED OR UNFURNISHED, Ground floor of a house in Macdonnell Road comprising two large rooms and large verandah with bathroom, hot and cold water and flush system. Write Box No. 446, care of "Hongkong Telegraph."

TO LET.—CHEUNG CHAU. Attractive furnished bungalow to let. Large garden, vegetable garden, electric lighting set. Three bedrooms each with separate bathroom, small dining room and lounge. Most moderate rental. Available immediately if desired. Write Box No. 446, care of "Hongkong Telegraph."

ARE YOU SICK? Who Continues To Suffer. Get The Pao On Chinese Herbs and Get Well. Contain: Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

MASSAGE HALL

MRS. S. UZUNOYE
Expert Masseuse
37, Queen's Road C., 2nd floor.

FELIX HAT SHOP

NEW YEAR SALE.
Everything at Reduced Prices to make room for our new goods.
7, 106 HOUSE STREET.

New Advertisements.

NOTICE.

We have authorized Mr. Walter Schack to sign for our firm per procuration from this date.
R. JOHNSON & CO.
Hongkong, Jan. 1st, 1929.

NOTICE.

HONGKONG AMUSEMENTS, LIMITED.

Owing to ill health, Mr. H. W. Ray resigned his position as Managing Director of this Company as from October 31st, 1928. By Order of the Board.

CHAS. S. ROSSETT,
Secretary.

NOTICE.

DENISON RAM AND GIBBS, PARTNERSHIP.

Mr. GERALD HOLLINGS-WORTH BOND has been Admitted as a Partner in the firm of DENISON, RAM & GIBBS, Chartered Architects, Civil Engineers & Surveyors, as from 2nd January, 1929. The business will continue to be carried on under the name of DENISON, RAM AND GIBBS.

F. FELD.

NOTICE IS HEREBY GIVEN that on January 1st 1929, we have taken over the firm of F. Feld, Canton and Hongkong, Engineer, Contractors and General Merchants, with all assets, liabilities and pending business, and shall carry on the business at the same places as heretofore under the style or name of "F. Feld & Co., Ltd." and also under the former Chinese Hongkong name of Bo Yeung Hong.

F. FELD & CO., LTD.
Canton, January 1st, 1929.

THE HONGKONG ELECTRIC CO., LTD.

Reduction in price of current.

As from January 1st 1929, the price of current supplied for the following services will be reduced to 5 cents per unit:—

1. Three phase and single phase motors exceeding 1/4 H.P. (single phase lift motors and motor generators excepted).
2. Three phase lift motors.
3. Domestic heating and power when supplied through the Company's standard connecting pipes (particulars of which may be obtained at the Head Offices.)

GIBB, LIVINGSTON & CO., LTD.
Agents,
Hongkong, 1st January, 1929.

NEW TERRITORIES AGRICULTURAL SHOW

at
Tung Ying Hok Pa
(near Sheungshui Station.)

SATURDAY AND SUNDAY,
5th and 6th January, 1929.

Official Opening by Officer A.D.M. ministering the Government on Saturday, 5th January, 1929, at 3 p.m.

Trains leave Kowloon for Sheungshui at 12.10 p.m. and 1.15 p.m.

Trains leave Sheungshui for Kowloon at 4.46 p.m. and 5.56 p.m. Specially reduced Return Fares by ANY TRAIN during January 5th and 6th 1929, will be as follows:—

Adults Scholars and Children.

1st Class \$1.50 75 Cents

2nd " .85 45 "

3rd " .60 35 "

Buses from Sheungshui Halt to the Grounds from 1 p.m. each day.

Refreshments (Tea, Cake & Sandwiches) will be provided at moderate prices on the Grounds. Admission:—20 Cents. School Children Free.

The Hongkong Telegraph.

Our Canton and District Representatives and Distributing Agents are
SOUTH CHINA AGENCIES
Shamoon—Canton
to whom all local enquiries should be addressed.

BOXING

CITY HALL.

Saturday, 5th January, 1929.

FEATHERWEIGHT CHAMPIONSHIP.

15 Rounds.

Signalman v Leading Seaman
Shons v Mudge
H.M.S. Serapis v H.M.S. Berwick
WELTERWEIGHT CONTEST.

10 Rounds.

Mariner v Leading Seaman
Fraser v Clayton
H.M.S. Tamar v H.M.S. Berwick
LIGHTWEIGHT CONTEST.

10 Rounds.

Leading Seaman v A. B.
Hale v Davies
H.M.S. Titania v H.M. Submarine
LIGHTWEIGHT CONTEST.

6 Rounds.

Stoker Carr v Stoker Walton.
H.M.S. Titania v H.M.S. Hermes
WELTERWEIGHT CONTEST.

6 Rounds.

Mariner v A. B.
Worford v Trimming

H.M.S. Hermes v H.M.S. Hermes
Booking at MOUTRIE'S for Members of the Hongkong Boxing Association on Wednesday, 2nd January, and Thursday, 3rd January.

General Public: Friday, 4th and Saturday, 5th January.
Ringside Seats \$5, others \$3 and \$1.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an Extraordinary Meeting of the Shareholders of the Hongkong and Shanghai Banking Corporation will be held on Saturday, the 2nd day of February, 1929, at 12 o'clock noon at the City Hall Victoria in the Colony of Hongkong for the purpose of considering, and if thought fit, passing the following resolution, viz:—

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinance (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a further extraordinary meeting of the shareholders of the Corporation will be held on Saturday, the 23rd day of February, 1929, at 12.45 in the afternoon at the same place for the purpose of receiving a report of the above mentioned meeting and of considering, and if thought fit, confirming the above resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 1st day of January, 1929.

By Order of the Directors,
A. C. HYNES,
Chief Manager.

Note:—A copy of the proposed New Ordinance can be seen during the usual banking hours (Sundays, Public and Bank Holidays excepted) in Hongkong at the Head Office of the Corporation or at the offices of Messrs. Johnson, Stokes & Master, Priests' Building, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned extraordinary meeting.

"PEAK MANSIONS."

CITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS.

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MRS. MOTONO

HAND & ELECTRIC MASSAGE
No. 51B, Top Floor, Wyndham St., Hongkong.

CHURCH NOTICES.

Local Services for To-morrow.

THE EPIPHANY.

Union Church, Kennedy Road, Rev. F. C. Young. Sunday 6th January, Sunday School 10 a.m. New Year's Services. Morning 11 a.m. Preacher The Minister, Sermon. "Purpose." Hymns 109, 120, 520, 160. The Sacrament of Communion will be observed after the morning service. Hymns 270, 567. Evening 6 p.m. Preacher The Minister, Sermon. "The Essential." Hymns 669, 602, 665, 31, 667.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday service, 11.15 a.m. Subject "God." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass U.S.A.

St. Andrew's Church, Kowloon, The Epiphany. 8.15 a.m. Holy Communion. 10 a.m. Sunday School Services. 11 a.m. Morning Prayer & Sermon, Preacher, The Vicar. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer & Sermon, Preacher Mr. J. H. Hunt, O.B.E. A Social Hour for members of the congregation and friends will be held at the close of this service. Wednesday January 9th 6 p.m. Short Evening Prayer & Address.

S. D. A. Hall, Bank of China Building, 1st floor. Sunday night, January 6, Sermon at 8.30 p.m. by Pastor Frederick Lee, Editor of Shanghai "Signs of the Times." Every Tuesday night 8.30 p.m. Pictured sermons by Pastor L. W. Shaw.

PLEASE NOTE.

All firms, shops, trades, professions, associations, etc. are cordially invited to send in full particulars as early as possible for FREE INSERTION in the next issue of LEB'S TRADE & SHOPPING GUIDE OF HONGKONG (An Anglo-Chinese Directory).

The next issue will be greatly improved and much useful information heretofore unpublished will be incorporated in it.

SUGGESTIONS FOR IMPROVEMENT WILL BE MUCH APPRECIATED.

LEB'S 10 Queen's Rd., C. Phone: C. 4925

Lieutenant-Colonel J. S. Hepworth, of "Burlton," is one of the last survivors of the Chapel Royal choir which sang at the wedding of Queen Alexandra.

EMIL JANNINGS
In "The Way of All Flesh"
with BELLE BENNETT
PHYLLIS HAYES
DONALD KEITH
VICTOR LEMOND
A moving picture that Moves!
A Quamant Picture

COMING TO THE
QUEEN'S

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 7th January, 1929, commencing at 11.30 a.m.

at their Sales Room, Duddell Street
50 Pieces American Black Patent Leather.
12 Pieces American Black Cotton Duck.

and
1 Case Black Drill, more or less damaged.
Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 8th January, 1929, commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture

comprising:—
Teak Hatstands, Glass Cabinets, Chesterfield Couch and Armchairs, Screens, Roll and Flat Top Desks, Grand and Cottage Planes, Victorias, Wireless Sets, Electric Saws, Sewing Machines, Bookcases, Pictures, Carpets, Rugs, Bicycles, Ornaments, Electric Fans, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagons, Ice Chests, Cooking Stove, Kitchen Utensils, Crockery, Glass Ware, Silver Tea Sets, etc., etc.
Teak and Iron Bedsteads, Wardrobes with and without Mirrors, Dressing Tables, Chests of Drawers, Marble Top Washstands, Toilet Crockery, Chamber Stands, Linen, etc., etc.

A Quantity of Blackwood Furniture.

Catalogues will be issued.
On View from Monday, the 7th January, 1929.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 8th January, 1929, at 3 o'clock p.m.

at their Sales Room, Duddell Street

ONE TRIUMPH COMBINATION

and
ONE EVINRUDE OUTBOARD

MOTOR BOAT 18' x 4',

at A. King's Slipway, Causeway Bay.

(Both in good running order.)

On View from Monday, the 7th January, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

When a motor-bus overturned at Birmingham recently all the 11 passengers were bruised or cut. Arthur Vincent, 62, of Sparkhill, was treated at the hospital.

Said to be Great Britain's largest playhouse, the theatre soon to be erected on the site of the Pavilion, Whitechapel-road, will have accommodation for 5,220 people.

QUALITY REPAIRS MODEST CHARGES

Your Satisfaction—Our Aim!
FIAT GARAGE
67A, 67B, Des Voeux Rd., C.
Telephone C. 4521.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Japan	Burma Maru	January 6.
Australia and Manila	Talping	January 6.
Shanghai and Swatow	Shantung	January 6.
Shanghai and Swatow	Yunnan	January 6.
Straits	Suwa Maru	January 6.
Amoy	Talping	January 6.
Australia and Manila	Arafura	January 7.
Manila	Pres. Taft	January 7.
Shanghai and Amoy	Perseus	January 7.
Shanghai and Amoy	Fooksang	January 8.
Straits	Emp. of France	January 9.
Canada, U.S.A., Japan and Shanghai	Kidderpore	January 10.
Straits and London, parcel mail (London 22nd November)	Atsuta Maru	January 11.
U.S.A., Honolulu, Japan and Shanghai	Ningchow	January 12.
U.S.A., Honolulu, Japan and Shanghai	President Van Buren	January 12.
Manila	President Jefferson	January 14.
Shanghai	President McKinley	January 14.
Straits	Athos II.	January 15.
Australia and Manila	Sphinx	Jan. 15.
Straits	Nishima Maru	January 17.
	Fushimi Maru	January 20.

OUTWARD MAILS.

For	Per	Date and Time.
Straits and Calcutta	Namsang	Sat., Jan. 5, 1 p.m.
Australia (except Thursday Island and Cairns) and New Zealand via Brisbane	Parcels	1 p.m.
	Letters	2 p.m.
Manila	Registration	Sat., Jan. 5, 4.15 p.m.
	Letters	5 p.m.
Samshui and Wuchow	Pres. McKinley	Sat., Jan. 5, 4.30 p.m.
Holhow and Haiphong	Nat Hing	Sat., Jan. 5, 4.30 p.m.
Shanghai and Dalny	New Mathilde	Sat., Jan. 5, 5 p.m.
Holhow, Pakhoi and Haiphong	Langchow	Sat., Jan. 5, 5 p.m.
Hangkok via Swatow	Chengtu	Sun., Jan. 6, 8.30 a.m.
Swatow, Amoy and Formosa	Kalgan	Sun., Jan. 6, 9 a.m.
Shanghai and Japan	Canton Maru	Sun., Jan. 6, 9 a.m.
Amoy	Sawa Maru	Mon. Jan. 7, 10.30 a.m.
Swatow	Anhui	Mon. Jan. 7, 2.30 p.m.
Shanghai, Japan, U.S.A., Canada, Central and S. America and Europe via Victoria B. C. and Europe via Siberia	Hydrangea	Mon. Jan. 7, 2.30 p.m.
	President Taft	Mon. Jan. 7, 3 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
Shanghai and Europe via Siberia	(Due Victoria B.C. 29th Jan.)	President Taft
	(Letters only)	Mon. Jan. 7, 6 p.m.
Amoy	Shantung	Tues. Jan. 8, 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning	Tues. Jan. 8, 2 p.m.
Straits, Egypt and Europe via Marseilles	Perseus	Tues. Jan. 8, 2 p.m.
	K. P. O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G. P. O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
Swatow	(Due Marseilles 8th February)	Walshing
Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Vancouver B.C. and Europe via Siberia	Parcels	8 p.m.
	Empire of Russia	Wed. Jan. 9, 8 p.m.
	Registration	8.15 a.m.
	Letters	10 a.m.
	(Due Vancouver B.C. 25th Jan.)	Parcels
Straits and Calcutta	Kulsang	Wed. Jan. 9, noon
Manila	Emp. of France	Thurs. Jan. 10, 3 p.m.
Japan	Kidderpore	Thurs. Jan. 10, 5 p.m.
Amoy, Australia, and New Zealand via Thursday Island	Fook Sang	Thurs. Jan. 10, 5 p.m.
	Talping	Fri. Jan. 11, 1.45 p.m.
	Registration	11th, 9.45 a.m.
	Letters	11th 10.30 a.m.
	(Due Thursday Island 22nd Jan.)	Parcels
Swatow, Amoy and Foochow	Haiyang	Fri. Jan. 11, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Atsuta Maru	Sat., Jan. 12, 4.30 p.m.
	K. P. O.	
	Registration Jan. 11, 4.30 p.m.	Letters
	Jan. 12, 9 a.m.	G. P. O.
	Registration Jan. 12, 8.45 a.m.	Letters
	Jan. 12, 9.30 a.m.	(Due Marseilles 10th February)
Manila	Pres. V. Buren	Sat., Jan. 12, 6 p.m.
Sandakan	Mausang	Sun. Jan. 13, 8.30 a.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco and Europe via Siberia	Parcels	14th, 5 p.m.
	Pres. McKinley	Tues. Jan. 15, 1.30 p.m.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due San Francisco 6th Feb.)	Sphinx
Shanghai and Japan	Sphinx	Tues. Jan. 15, 1.30 p.m.
Manila	Pres. Jefferson	Tues. Jan. 15, 4.30 p.m.

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Professor Hartrath and his "Singing Saw," appearing during each performance at the Queen's Theatre until Tuesday next.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by G.O.W. on 300 metres.
1.45 p.m. Weather Report.
5.30 p.m. Demonstration Programme.
7.48 p.m. Evening Weather Report.
8 p.m. to 10.30 p.m. Evening Programme (Victor Records).
Gems From "Sunny."
Victor Light Opera Company.
Gems From "Cocoanuts."
Victor Light Opera Company.
Gems From "Aida."
Victor Light Opera Company.
8.25 p.m. Dance Music.
9 p.m.
Gems From "No No Nanette."
Victor Light Opera Company.
Gems From "Rose Marie."
Victor Light Opera Company.
Gems From "Pagliacci."
Victor Light Opera Company.
Gems From "Cavalleria Rusticana."
Victor Light Opera Company.
9.25 p.m. Dance Music.
10 p.m. News Bulletin and Local Announcements.
10.10 p.m. Dance Music.
10.30 p.m. God Save The King.
Close Down.

CINEMA NOTES.

FINAL SCREENINGS OF "MOCKERY."

"Mockery," Lon Chaney's thrilling picture will be screened for the last time to-day at the Queen's Theatre. The story is woven around a dull Russian peasant who meets with some startling adventures during the revolution. Chaney contributes some remarkable acting in his difficult role which is entirely different from anything previously attempted by the star. Thrills and suspense intermingle with a charming romance, and, under the splendid direction of Benjamin Christensen, interest is maintained until the end. "Circus Rookies," a new comedy featuring Carl Dane and George K. Arthur, will be shown from to-morrow till Tuesday.

World Theatre.
Ben Hur, the \$600,000 film masterpiece is the feature attraction at the World Theatre. Spectacular and thrilling, it is a picture which may be seen again and again with equal enjoyment. Roman Novarro leads a huge cast of 150,000 players.

Star Theatre.
The Duncan Sisters will be seen together in their first film production "Topsy and Eva" at the Star Theatre to-day and to-morrow. The picture is based upon the famous story of "Uncle Tom's Cabin," retaining, however, more comedy than was presented in the stage play.

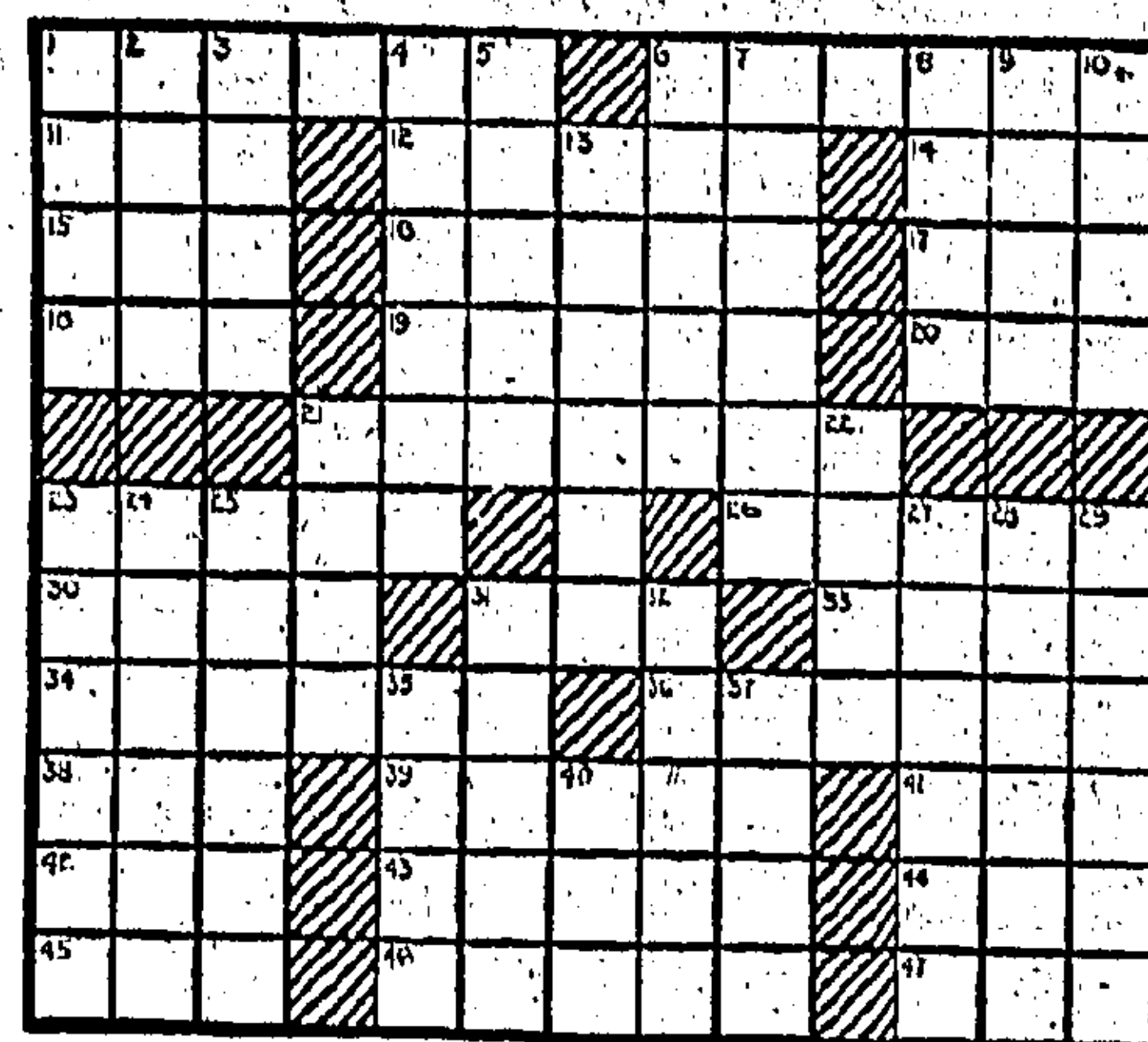
Glittering Helmets.

Joan Wood also is a realist. She liked the "coats made of leather and also some suits of Cromwellian armour." "These are beautifully made," she said, "but must have been awfully heavy to wear. I can just picture hundreds of men dressed in such suits as these toiling up the steep hills of Yorkshire and Scotland with their peaked helmets and sharp pointed pikes glittering in the sun."

Lord Escher thought that the girls' essays were better done than the boys'. "They show more imagination and the work is much neater," he said. "It is a serious thing for the boys of this country if all the imaginative work is going to be done by the girls in the future."

So successful have this year's lectures for school children by the London Museum staff proved that complaints have been received from the regular and perhaps too grown-up frequenters that on Sundays the place is full of children leading their fathers and mothers from case to case, trying to cure the parental ignorance about the past of their own City.

OUR CROSSWORD PUZZLE.



Horizontal

- 1 To ride a horse at full speed.
- 2 To bleach.
- 11 Bear.
- 12 Light boat.
- 14 Wing part of a seed.
- 15 Male child.
- 16 A conical point of a surface.
- 17 By.
- 18 To fondle.
- 19 Large glandular organ.
- 20 Female sheep.
- 21 Fronts of buildings.
- 22 Opposite of winner.
- 23 Short lances.
- 24 The square measure of a surface.
- 31 Copper.
- 33 To pierce with horns.
- 34 Conqueror.
- 35 Boxed.
- 38 Since.
- 39 The place from which the jury is taken.
- 41 Wine vessel.
- 42 Cotton machine.
- 43 Growing out.
- 44 Child.
- 45 To finish.
- 46 Stomach.
- 47 Before.

Vertical

- 1 To plant violently.
- 2 Plant from which bitter drug is secured.
- 3 Loaned.
- 4 Visual.

- 5 Sudden overpowering fright.
- 6 Augured.
- 7 Ogled.
- 8 Back of the neck.
- 9 A hint in the solution of a mystery.
- 10 Jack rabbit.
- 13 To put something new in place of.
- 21 Exploit.
- 22 Romantic tale of ancient times.
- 23 Operation of washing the stomach.
- 24 Source.
- 25 Subordinate.
- 27 To revolve.
- 28 A quivering motion.
- 29 Decorous.
- 31 Any place of public contest.
- 32 External horny scale.
- 35 Above.
- 37 Long grass.
- 40 To scold constantly.

Yesterday's solution.

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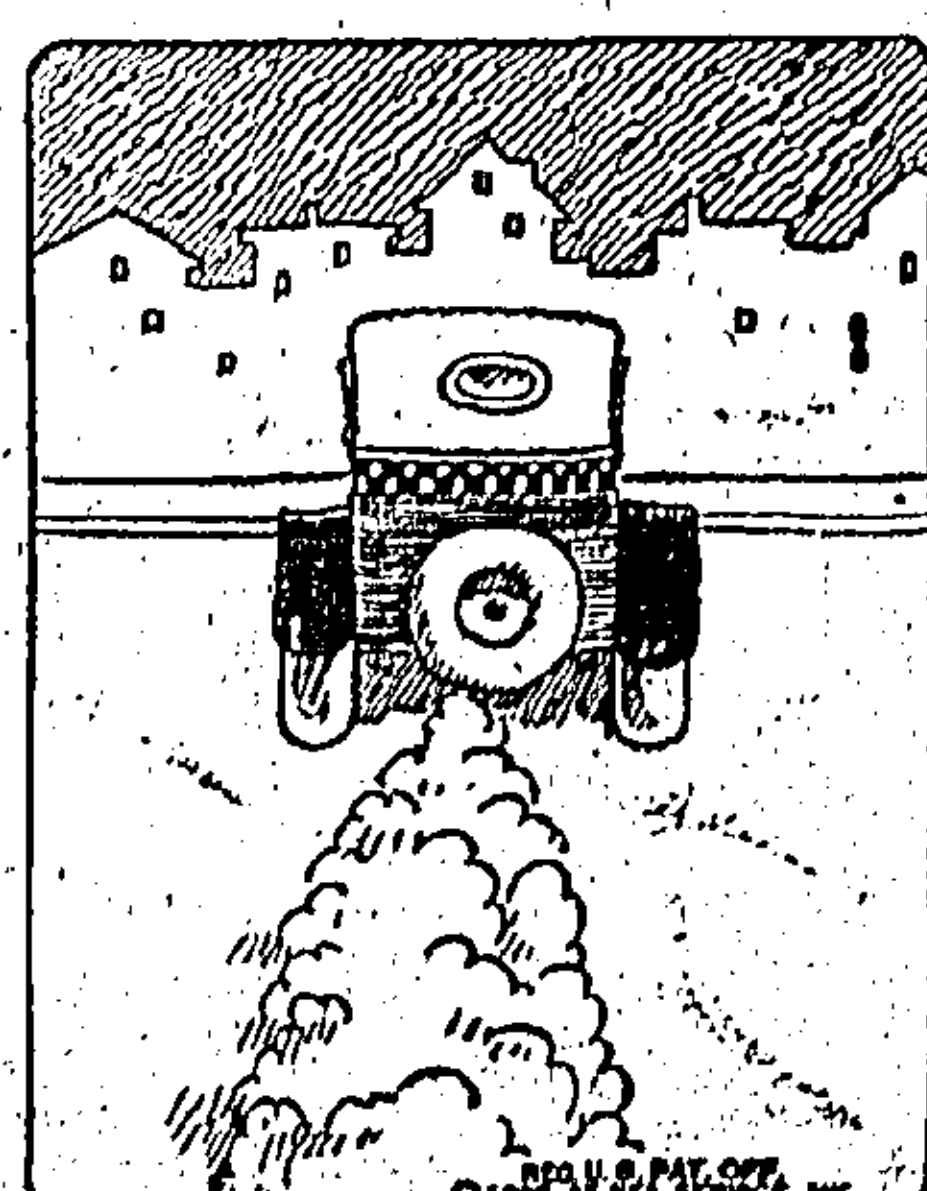
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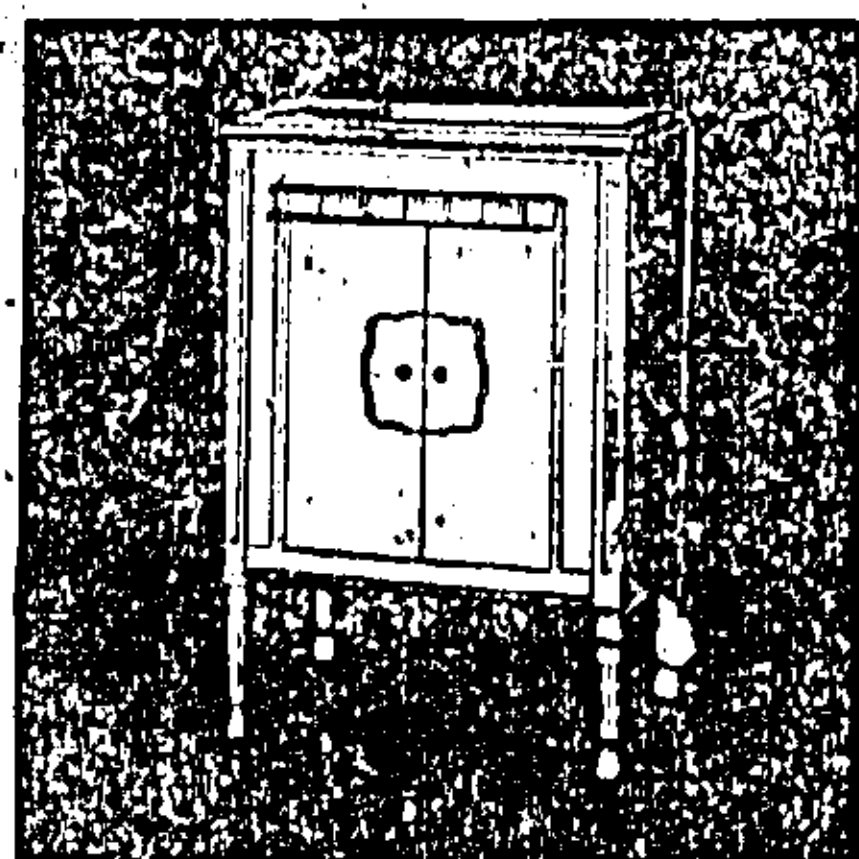
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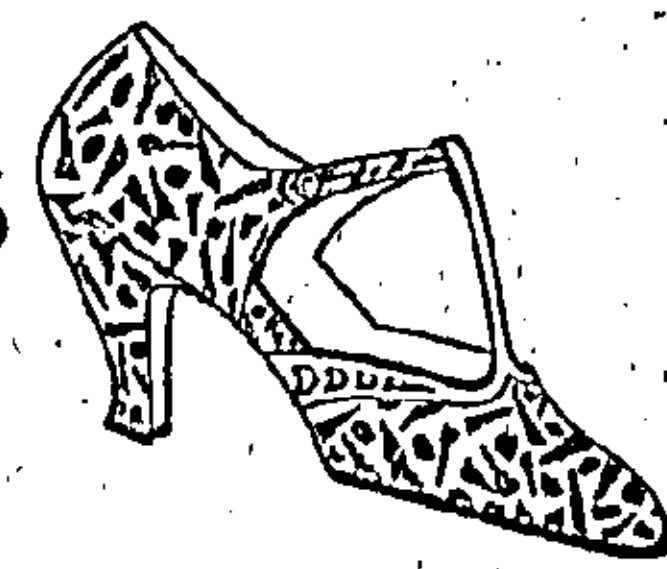
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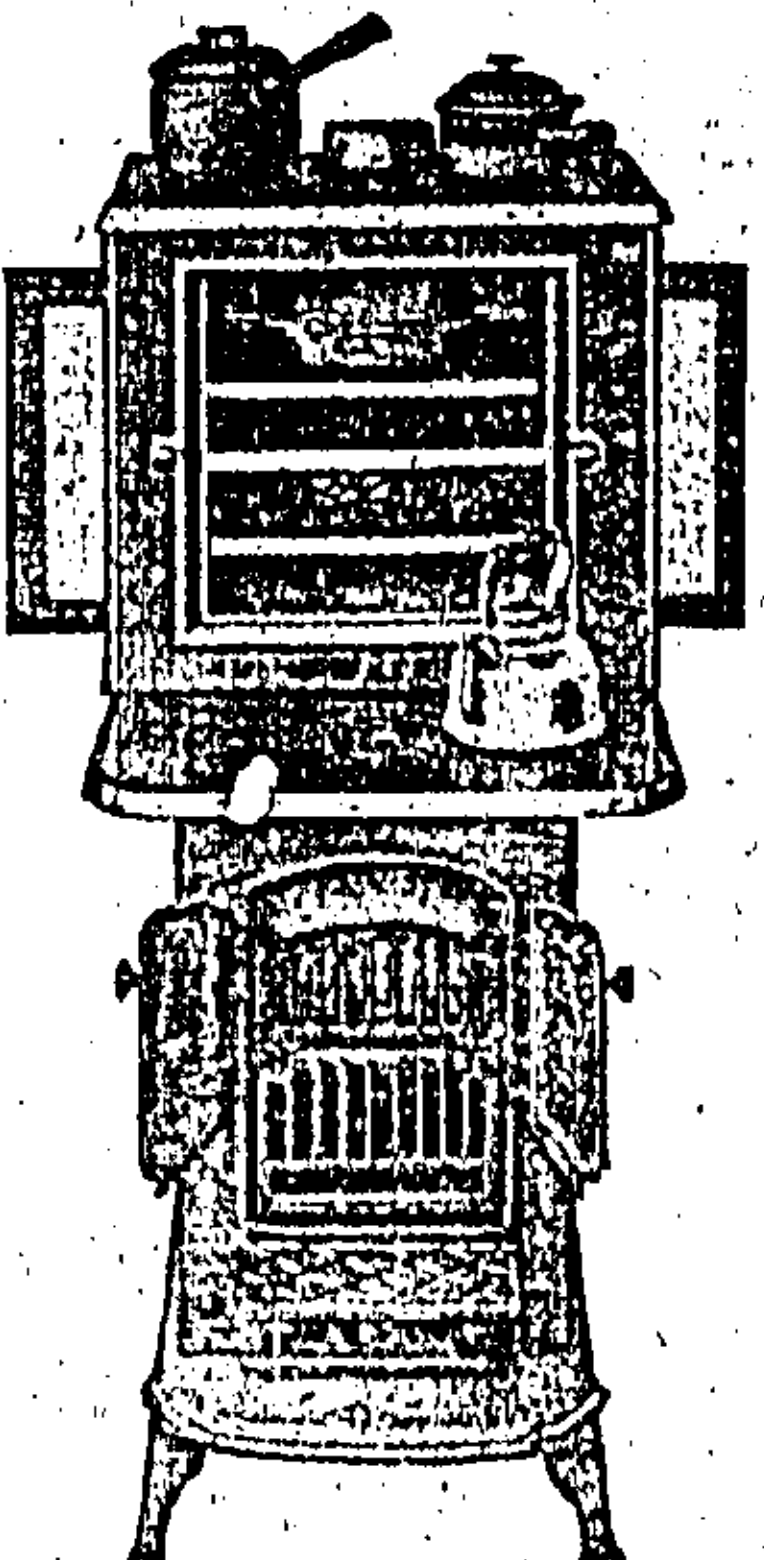
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BIRTH

LANDSBERT—On January 4, 1929, at the French Convent Hospital, to Mr. and Mrs. A. L. Landsbert, a daughter.

The
Hongkong Telegraph.

SATURDAY, JAN. 5, 1929

THE WATER PROBLEM.

In the matter of rainfall, 1928 has to be classed amongst the low-record years, for the total fall is revealed to have been only 71.16 inches. This compares with 107.87 inches for 1927, and an average over many years of 83.16 inches. It will thus be seen that the past year has been an exceptionally dry one. This circumstance has necessitated the taking of drastic precautions to conserve the island's water supply, in which connexion the latest returns show that there has been considerable saving effected by discontinuing the supply to houses in the rider main districts and serving them from public street fountains. In December of 1927, there was a full supply to all houses in these districts, excepting those west of Eastern Street, which were placed on rations, and the returns now issued show that under the restrictions now in force the consumption per head per day for last month decreased to 14.8 gallons, compared with 20.9 gallons in December, 1927. The actual aggregate saving was more than 76,000,000 gallons.

The Colony is still anxiously needing rain, of which, unhappily, there are no prospects at the moment. Whilst there is no need for actual alarm, the situation can be described as serious. The prime necessity, of course, is that a definite move should be made in order to increase the Colony's sources of supply. Unfortunately, we do not seem to be making any marked progress in this direction, and the public is, in the circumstances, becoming decidedly impatient. It is known that the pipeline scheme has been approved, but we are still awaiting the decision of the Colonial Office as to which of the two proposed plans is to be adopted. Incidentally, it passes ordinary comprehension why such a point as that should require to be dealt with at Home. Hongkong is not alone in complaining at official delay regarding the water supply question, for we notice that in Rangoon a similar problem is being faced and there, as here, considerable impatience at the lack of progress

is being shown. One scheme has seemingly been investigated, but its cost was found to be so alarmingly large that it was decided to consider other possible solutions before committing the ratepayer to meet service costs on the huge loan that would be necessary for the bigger project. Complaints are now being uttered because there has been no definite date of promise of an improved supply, in anticipation of which work could be carried on, and it is suggested that the public should be informed of the progress of the problem, as such a step would help people to accept with better grace the deep call on finances which is expected to result. In the absence of information, it is stated that no development is taking place, and there is no guarantee that the existing supply will not, in one of the dry seasons, fall so definitely short of requirements as to constitute a disaster. These words might almost have been written of Hongkong.

We will close with a brief reference to the bearing on our own water supply problem of a paper read recently before the Royal Society of Arts by Mr. J. W. Madely. He was dealing with the Indian problem and in the course of his remarks he stressed the importance of arriving at real requirements and the great economy that might be effected by eliminating waste rather than by stinting legitimate use. The last words of his paper are a quotation from an American engineer, who states: "Perhaps the greatest folly of our time is the almost universal attempt of cities and towns to increase their water supply plant to keep pace with their waste. It is a hopeless task. It amounts to the same thing as attempting to fill a pail which has only a sieve at the bottom. The amount of water which can be used is limited. The amount which can be wasted has no limit." Mr. Madely evidently considers the wisdom of this opinion to be applicable to Indian cities generally and we think it indicates a helpful line where Hongkong's problem is concerned.

Salvation Army's Dilemma.

The extraordinary situation created in the Salvation Army by the deeply regretted illness of General Bramwell Booth is little understood outside the Army. The position at the moment is that the whole of the work of this admirable organisation is seriously endangered by reason of the fact that while incapacitated and unable to carry on the administration himself, General Booth cannot deputise his powers while he remains in Great Britain, owing to the provisions of the Trustee Act of 1925. Those responsible for the direction of the worldwide operations of the Army thus find themselves in a dilemma, only soluble by reference to a supplemental deed drawn up by the Founder, providing against such a situation. By the Founder's foresight, power is given to the chief of staff—at present, Commissioner E. J. Higgins—on the request by seven Commissioners, to convene a High Council and this has been done, present arrangements being that the Council will fully consider the question of its future leadership at a meeting at Sunbury-on-Thames, at the Staff Training Institute on Tuesday next. An official statement makes it clear that General Bramwell Booth remains the head and sole trustee unless, and until, removed by the High Council. The business on Tuesday next will first be to decide whether the present General is fit or unfit to continue to act as sole trustee, and then, if the decision is in the negative, to elect his successor, since the arrangement by which a General may appoint his successor is superseded. It is the break into the hereditary principle that has given rise to conflict within the Army, though it is possible that the choice may fall upon a member of a Booth family and thus obviate the fear of a cleavage. The news of the convocation of the High Council was broken to the sick leader yesterday, and apparently he has been greatly shocked, remarking that it was very rough on him. Sixty-four members from China, Japan, Australia, New Zealand, the United States and Burma and other parts of the world have assembled in Britain for the all-important meeting and we can only hope that the High Council will steer its way safely through the dilemma in which it is now placed. Should the choice fall on someone other than a Booth, there should be loyal service to the chosen chief.

DAY BY DAY.

THE ONLY ROSE WITHOUT THORNS
IS FRIENDSHIP.—*Madre de Soudert.*

The name of Dr. Yang Lin, Bachelor of Medicine and Surgery of the University of Hongkong, has been added to the list of medical practitioners.

His Excellency the Officer Administering the Government has reappointed Mr. Wong Kwong-tin to be a Member of the Sanitary Board for a further term of three years.

New Kowloon Inland Lot 1199, situated at Shamshui-po and having an area of about 2,198 square feet, is to be sold at the P.W.D. office on the 21st instant. The upset price is \$3,250.

For the last quarter of 1928 there were 83 samples analysed under the Sale of Food and Drugs Ordinance. Of these, all were genuine, excepting three of pepper and one of milk.

A warrant has been issued for the arrest of Choi Chung-foi, sheriff and partner of the Hop King Loong firm, 19, Chung China Street, who according to a police report received this morning, is accused of having absconded with \$1,790 belonging to the firm.

It is notified that the Government proposes to erect a public latrine in Dock Lane, Hung Hom. If any owner or occupier in the immediate vicinity of such site objects to such erection, such objection must be sent in writing to the Colonial Secretary so as to reach his office not later than Friday, the 26th inst.

It is notified that architects, barristers, dentists (whether registered as dental surgeons or exempted persons), medical practitioners, pharmacists, chemists, and solicitors' certificates to practise for 1929, as required by section 21 of the Stamp Ordinance 1921, may be obtained from the Stamp Office, on payment of the Stamp Duty of \$25.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parenthesis indicating deaths.—Plague, Baghdad 2 (2); Cholera, Negapatam (3), Tuticorin 39 (18), Bangkok 8 (1), Saigon 3 (1); Small-pox, Basrah 3 (2), Bombay 3 (1), Negapatam 4, Pondicherry (2), Samarinda 3, Saigon 2, Shanghai (12), Baghdad 6 (1).

Mr. J. Grimster, a past secretary of the Dockyard Recreation Club, who is leaving for Home to-day on taking up an appointment at Devonport Yard, was presented on Wednesday night by his friends and fellow-members with a handsome souvenir as a mark of appreciation of his yeoman services to the Club. The function took place at the Recreation Club, in the course of an enjoyable evening during which a musical programme was given.



—S-K-J
—H-None
—D-Q-5
—C-None

—S-None
—H-None
—D-10
—C-7-4-2

—S-1-4-3
—H-None
—D-3
—C-1

—S-6
—H-None
—D-None
—C-6-5-3

Diamonds are trumps and South has the lead. North and South must win three of the four tricks. Lay out the cards on a table, as shown in the diagram, and study the situation. See if you can find a method in which North and South can get three of the four tricks.

The Solution.

This is an unusual problem. Although containing only four cards, it is liable to prove confusing. The solution lies in trumping high, and then throwing a trump trick to the opponents. South leads the three of clubs; and North trumps with the queen. North next leads the eight of trumps, South discarding his spade and West winning the trick with the ten. Now West is forced to lead a club to South's major tenace.

Of course it is easy to see that if North trumps the opening lead with the eight, East will defeat the problem by winning two spade tricks. The only method lies in forcing West to lead.

IN THE BYPATHS OF POETRY.

Art the Expression of Beauty.

"If a man has poetry in him he should paint, for it has all been said, written, before, and they have scarcely begun to paint it." This from Gabriel Dante Rossetti, a man skilled both in painting and writing, challenged my attention. Because I do not paint and yet because I paint with pen instead of brush and my spectrum is words instead of colours, must I then take Rossetti's word, for it that if I translate the beauty of a frost-filled sparkling morning into words I shall only be saying what has already been said?

The jewelled peasant winds over distant hills before my eyes, scarlet, crimson, green, bronze, copper, gold and silver, too, for on certain autumn days, especially after a night shower has washed leaf and tree and earth, there is a silver sheen whenever the sun glances, and must I let this beauty pass for want of a brush to paint it?

Is it possible to see all of nature's moods or too fully paint them in any medium? The painter may catch the tender greens of May and lay before you the unfolding colour; the musician may take its bird notes, brooks and playing breezes, but to whom more truly than to the writer, belong the perfumes of May, the scent of syringa, honeysuckle, lilac, and apple blossom distilled in dew and blended by the breeze?

Or in autumn, a musician would, no doubt, catch the rhythm in the air, which just eludes my finger tips, or a painter might pick up the colours or blend the clear blue distance, but would either of them more subtly than I catch the lushness of autumn fragrance? Would they give you the sweetness of wild grapes climbing on stone walls, or pyramids of red apples heaped in the orchards? Would you sniff the pungence of roadside bonfires?

I do not deny that each of the branches of art has its limitations, my own beloved craft among them, and I am never unconscious of them. Often I am seized with the impulse to smear the ink-pot on the page with a single stroke, so laborious is the process of putting into any form the beauty which stirs the heart, and so inadequate are words to express that which, to be beautiful enough to deserve expression, must be beautiful beyond expression. But this does not deter me from trying to put a moiety of it on the page.

Yes, each art has its limitations, but even the limitations have their advantages; for they are like dividing lines which keep the several arts in their proper channels and make the channels deeper for the restraint.

Art is our outward expression of the inherent, immanent beauty, and we are constantly trying to give expression to this beauty. The impulse that stirred prehistoric men to make crude pictures on clay walls persists. The woman who takes pride in a beautifully fashioned ple, or puts a few unnecessary dainty sketches on a garment, or the man who paints his barn door in an original way or piles his wood beautifully, are obeying this innate urge toward expression.

Time refines the crude expressions of art, lines assumed more grace as art advanced. Men experimented with new means and methods and as the experiments of yesterday became the paving stones of today, they advanced on the high road and had fuller view of the city of art—set on a hill. Who can say that in all those vast reaches, "It has all been said?" In every avenue, looking down the vista before us, are long untravelled distances, and innumerable little bypaths.

The poetry in everything lies in what has not been said; therein is the purple mist, in which harsh lines blend, overshadows soften, and the obvious becomes elusive. On every side, all common things are saying it over and over again, always in a new way, with an ever increasing beauty. The sky

is never twice alike, so who can ever finish singing its beauties?

Poetry is not a kaleidoscope with just so many designs, just so many ways for the little coloured pieces of glass to evolve themselves into various patterns, always to come back to the first motive, only to repeat and repeat. The kaleidoscope, at first fascinating, becomes in the end monotonous, for, after a little, the eye is able to note the scope of its possibilities for change and after that there is no variety. Poetry is as the kaleidoscope would be if it had no repetition, but went always on and on with ever-changing views and ever new beauties to unfold.

Of the three gifts, music is the most elusive, painting the most individual, and writing the most universal. Music is the most fluid, the least easily defined, it is a mood which flows from the heart of the artist to the heart of the hearer, and to each it means just what it awakens in him. The musician may name his music what he wishes, but each hearer will give it a name which expresses it to him. Not so with painting, what the painter conceives the layman must feel in a considerable measure. The painter paints a tree and the least initiated will understand and know that it is a tree though it is within the realm of the artist to interpret what that particular tree means. In writing alone, he who runs may read.

The expressions of poetry in art are not separate entities, but inter-related parts of a whole, different members of one body.

The writer sings his melody and paints his picture in words; though his most direct appeal is to the intellect, he also appeals to the imagination as does his brother the painter, or to the emotion as does the musician.

Like the painter, he lays in his masses and works out his details and deals in values and in lights and shadows.

The musician with the pigment of sound paints his picture and tells a story in unuttered words. The painter plots his story and plans his episodes while his colours sing in melody, harmony and rhythm of line and colour. The man who first said, "Architecture is frozen music," may have seen this vividly. Composition is the one thing which all of these have in common. It is the beauty of composition upon which the loveliness of each is draped. Composition is the frame which each has dressed to suit his fancy, it is the background for unity of harmony, diversity and grace.

Each in the garb of the other is equally lovely. Make writing elusive and individual and you have lost none of its appeal to the intellect. Give universality and individuality to music and it still appeals to the emotions. Painting, when it becomes elusive and universal, is still calling to the imagination. All have much in common, and each expresses poetry from a different angle.

Rossetti may have his way, but I shall also have mine. He may conclude that "It has all been said, written, before," but I shall always be sure that it can never all be said, and shall go happily along my chosen path, out on the highroad to Beauty, feeling sure of always finding delightfully surprising little nooks and grottoes and new ways of wandering off by myself. I expect that I shall often find my path close to that of my brother craftsmen, if indeed the paths do not sometimes cross and merge.

"I shall, if I wish, use my pen for a baton, or a bow to draw music from my instrument. And when words are too stubborn or too stiff a medium, I shall use my pen for a brush and go merrily on, glad to know that in the vast territory of untrammelled thought there will always be a new way of expressing the over-unfolding beauty and spontaneous poetry of living.—E. G. In the Christian Science Monitor.

BANK RETURNS.

STATISTICS FOR LAST MONTH.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st December, 1928, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	15,022,140	5,000,000
Hongkong Bank	45,151,410	84,000,000
Merchants Bank	1,782,294	600,000
Total	61,955,844	90,600,000

In addition Sterling Securities are deposited with the Crown Agents valued \$1,286,200.

In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,990,442.

In addition Securities deposited with the Crown Agents valued at \$180,000.

NOVEL FILM.

"THE BIRTH OF A FLOWER."

When "The Birth of a Flower" which is to be screened at the Helena May Institute at 5 o'clock on Monday, with an entertaining chat by Clarke, Irvine, was being reviewed in Melbourne, Australia, one editor said that it was "one step farther than 'Chang,' in disclosing the wonders of the natural world. Instead of animal actors, this motion picture uses flower actors, and Mr. Irvine shows some wonders incidentally that are astounding.

In addition, he gives "The Romance of Travel," a novel miscellany of sights around the world, with plenty of comedy and whole-some fun. It is announced by the Institute that tickets should be secured early, as the booking for this exceptional programme is quite heavy.



THINKING
of
MOTORING?

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and show you why

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THE HONGKONG HOTEL GARAGE.

Queen's Road.....Central.

Hongkong Telegraph

Pictorial Supplement

January 5th, 1929.

TO OUR READERS

We shall be pleased to
receive photographs of
interest, for reproduction
in this Supplement.



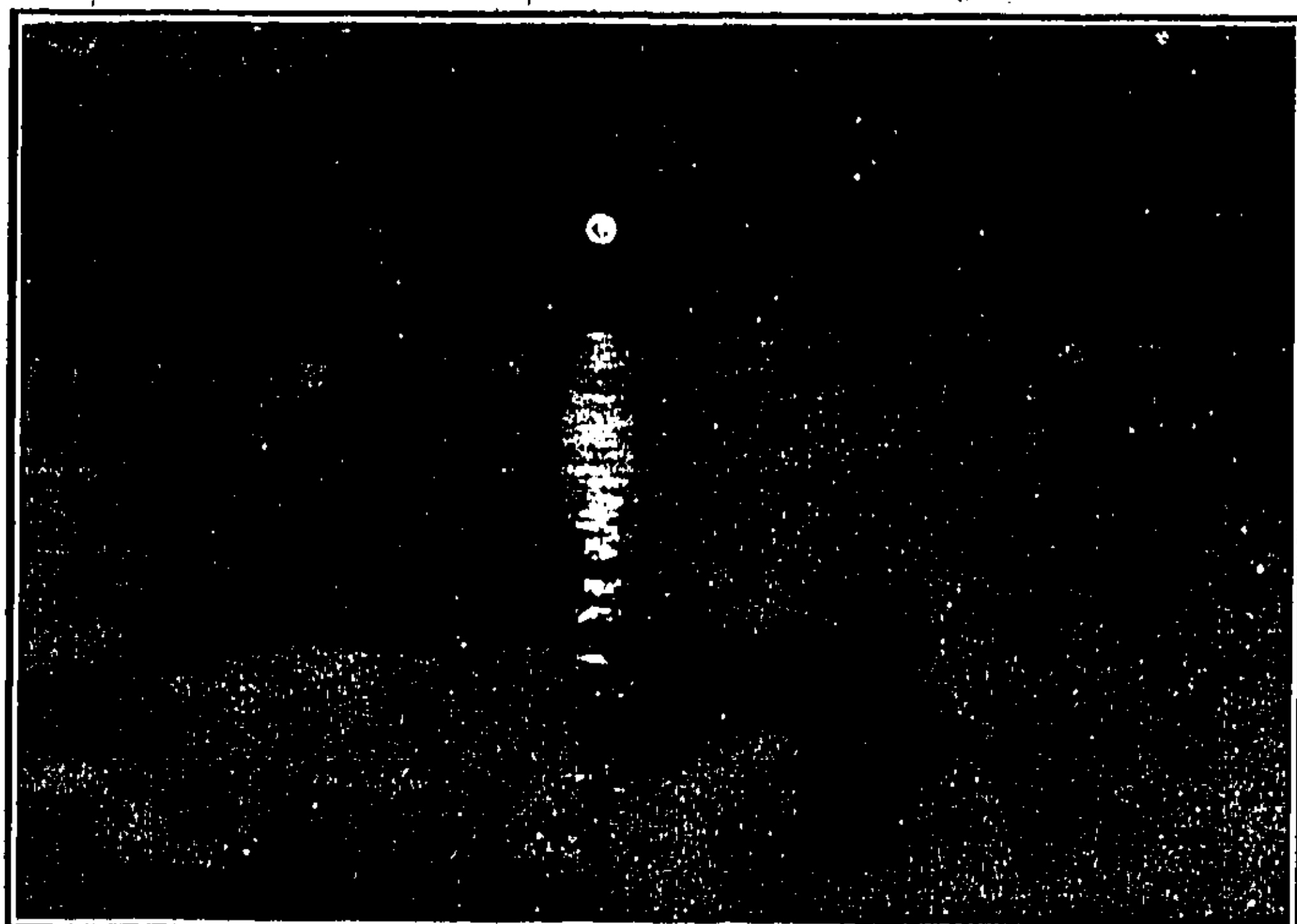
Group photograph taken after the wedding at St. John's Cathedral of Mr. S. Q. Phoon, of the Hongkong University, and Miss Lucy K. S. Ng, daughter of Mr. and Mrs. Ng Tin-sang. (Photo: Ming Yuen).



Vice-Admiral A. K. Waistell, C.B., who has been appointed Commander-in-Chief of the China Squadron and who is now on his way out to Hongkong.



Group photograph taken after the wedding at St. John's Cathedral of Dr. Phoon Seck-foo and Miss Kwok Lai-sim. (Photo: Ming Yuen).



"A Moonlit Scene"—one of the prize photographs at the recent exhibition held by the Hongkong University Amateur Photographic Club. It is the work of Mr. Khoo Keng-tay.



The German crew which won the International Fours and other local events during the 1928 season.



"Out for a Swim"—one of the prize photographs at the recent exhibition held by the Hongkong University Amateur Photographic Club. It was taken by Mr. Tan Wee-han.



H.E. General Chun Ming-shu, Civil Governor of Kwangtung, paying official calls on Foreign Consuls on the Shamoan, on Saturday last.



New Year's Day is a time of happy gatherings for the Colony's Japanese residents, and the above two photographs were taken at parties held by the local staffs of the Mitsui Bussan Kaisha and the Nippon Yusen Kaisha. (Photos: Ming Yuen).



The two most popular entertainers at the Police Christmas Tree party held on New Year's Day. (Photo: Mee Cheung).



Official photograph of Her Imperial Majesty the Empress of Japan in the ceremonial robes she wore at the Coronation.

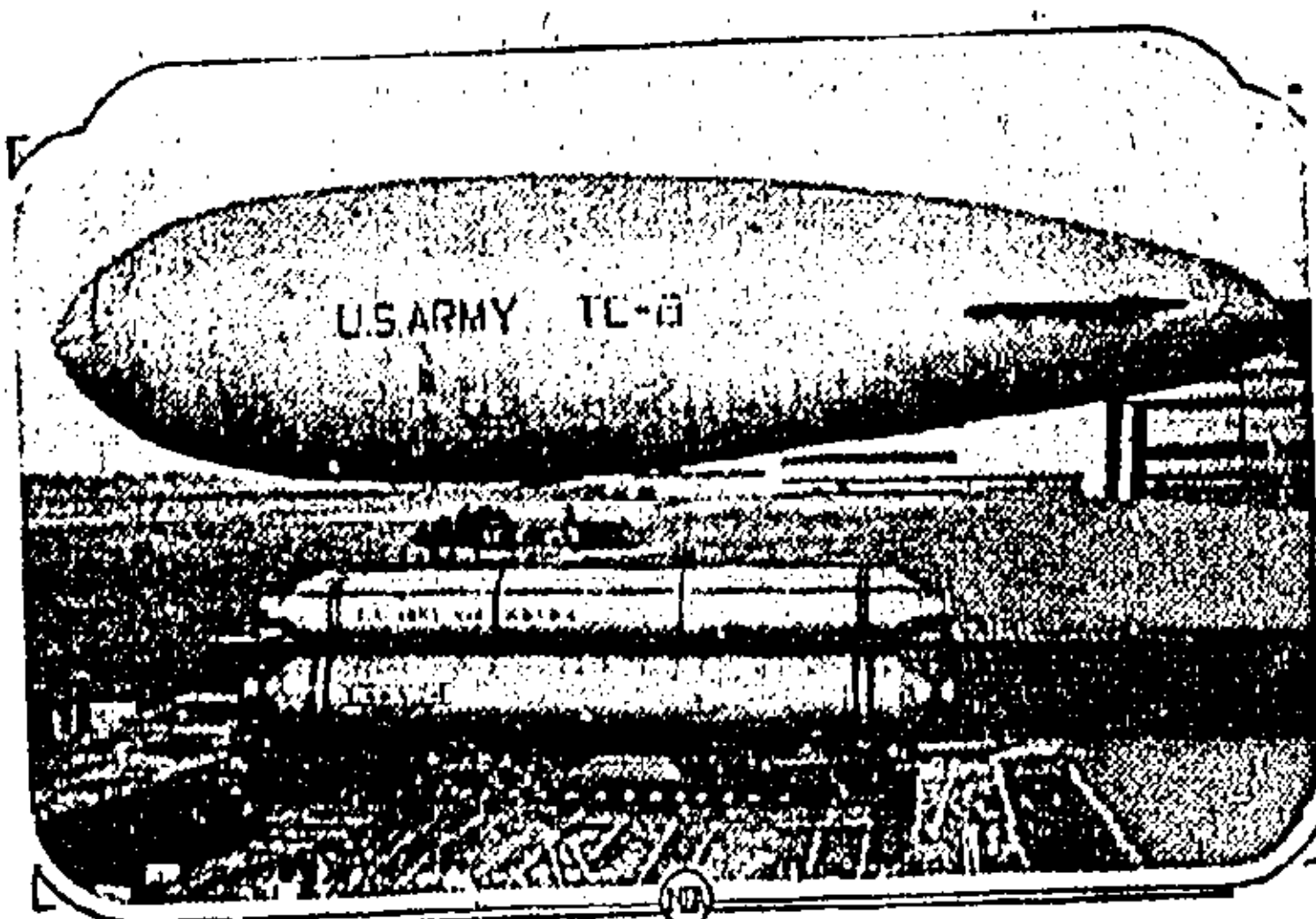


The above snapshots show the girls' Egg and Spoon Race and the boys' Tug-of-War events in progress at the New Year Day sports held at the Kowloon Cricket Club. (Photos: Mee Cheung).



Official photograph of His Imperial Majesty the Emperor of Japan in the ceremonial robes he wore at the recent Coronation.

A NEW HELIUM GAS FIELD. AT AMARILLO IN TEXAS.



Helium is shipped in special railroad tank cars as shown above and the smaller drums piled along the tracks. A big military dirigible is shown "coming up for a drink."

Washington.—The American helium centre remains in Texas, but it has been removed from Fort Worth to Amarillo.

The government's new helium production plant is now being constructed just outside Amarillo and will soon be completed. The plant site covers more than 18 acres.

Here the helium will be separated from the natural helium-bearing gas piped down from the Amarillo gas field. The gas is carried in a pipeline now being constructed, to be used in the light of the fact that the gas is lighter than air and is not inflammable.

The new structures at Amarillo will be substantial and adapted for future expansion at least possible. The plant is being built on a hillside, which is a good position for the gas to be piped down from the Amarillo gas field.

The U. S. Government helium project was begun in 1917 and two plants were opened in Fort Worth.

Helium, it may be well to recall, is one of those rare inert gases which do not burn. It has no affinity with anything else and is not inflammable. It is lighter than air and is not inflammable. It is used in the light of the fact that the gas is lighter than air and is not inflammable.

The mechanical equipment of the investigation.

Helium has only 32 per cent. of the lifting power of hydrogen, but the American Government long ago decided that this sacrifice in lifting power was more than compensated for by the fact that hydrogen was so dangerous and inflammable.

The helium plant at Fort Worth is being abandoned only because the old Petrolia pool a hundred miles away, which has been supplied with helium, has been found to be dry. The pool was begun years ago when the government first began to take helium from it.

The U. S. Bureau of Mines, which has supervision over the government helium projects, investigated the gas field at Amarillo, finding it to be the best source was at Amarillo.

MONEY NAMES.

WHERE THEY COME FROM.

(By David Neville.)

A writer in a recent issue of the *Daily Mail* refers to a "stiver" as a numismatic rarity. If he were to go to British Guiana he would find coins bearing the inscription "One Stiver" in circulation. Furthermore, they are made at the Royal Mint.

Most of our slang names for coins are of high antiquity. They have trickled down from an era when currency and exchanges were less highly organized and, provided the metal and the weight were up to standard, it mattered little in what land the coins had been minted.

You may see the same state of things in the Levant to-day. I remember once, in Alexandria, being given change for an English sovereign in 23 different currencies, including a tetradrachm of a Roman emperor!

Therefore you will find the names of foreign coins living on in popular usage. A boy is the fourteenth-century French bob. A dollar is the golden first coined at Joachimsthal, whose name was abbreviated into dollar. "Tanner" reached Britain from India, where the East India Company's troops found the local large, the nearest equivalent of the nimble six pence at home.

The fickle (the South African name for a threepenny bit) was the coin which Kaffir labourers exchanged for the ticket given them in payment of wages.

Colour and size played their part in the allocation of names. A "brown" and a "yellow boy" are as easily understandable as the French *blanche monnaie*, but it is not everyone who realizes that the old thieves' slang of "hunt" for gold coin, is derived from blonde anatomy.

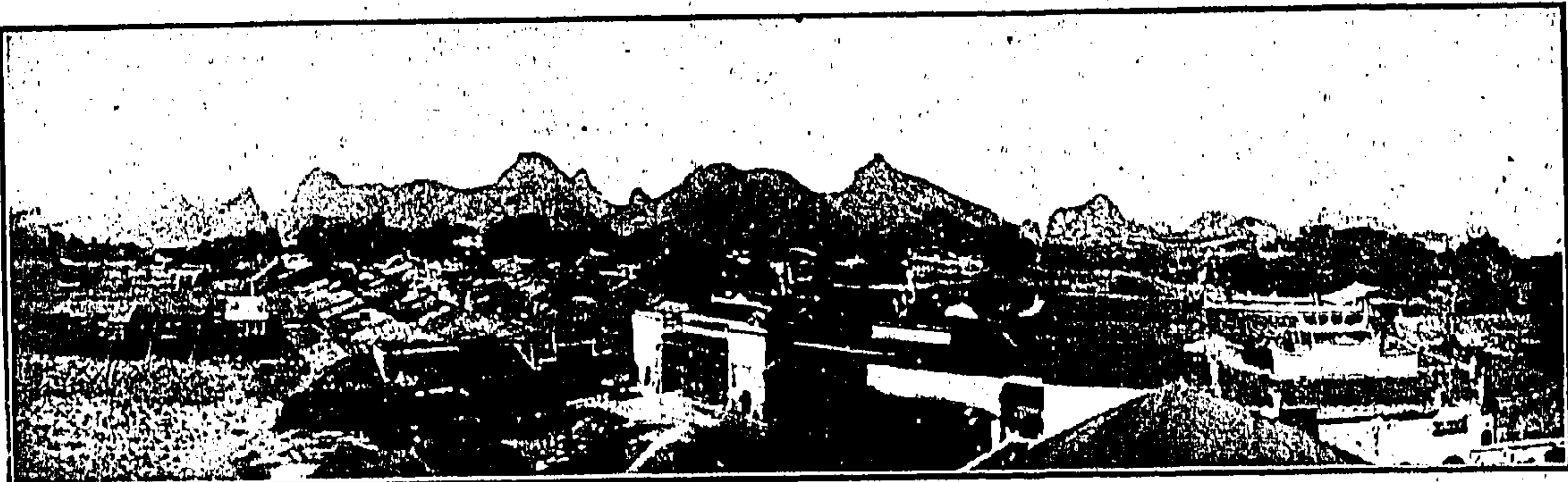
The guinea was first coined in 1663 for the use of the Royal Company of Adventurers trading to the Guinea Coast of West Africa, so that its name is easily explained. It was not until 20 years or more later, however, that it became common currency at home. By that time James II. sat upon the throne, and it was promptly dubbed a "Jimmy".

Those were days when cheques were little used, and for the convenience of customers banks issued guineas in rouleaux, or packets of fifty.

Just about the same time the first galleys had been introduced from Scotland, and popular fancy, amused by this half-sized quadrupled, called half a guinea, or 25 guineas a pound. The term is still in common use in sporting circles.

Lastly, the word money itself is very old, as old as the Roman temple of Juno Moneta, the mint from which it takes its name.

PICTURESQUE KWANGSI.



A section of the city of Kweilin, Kwangsi Province, taken from the roof of the three-storey Baptist Hospital there. This large and interesting city boasts many fine schools, with about 18,000 students in all. At the foot of the hills, in the back of the picture, a fine motor road is being built, which will connect the North and South highways.

FAITH IN YOUTH.

WHAT THE WORLD NEEDS.

(By Sir Arthur Yapp.)

One of the most significant signs of the times in which we live is what might be termed the renaissance of youth. This phenomenon is increasingly evident, not only in the progressive countries of the West, but even more in the one-time retrograde and backward countries of the East.

Youth is claiming a more active participation in national and world affairs, and has already received a greater measure of freedom and responsibility than would have appeared possible twenty years ago. Even the "flappers" hold the full status of citizenship, while the affairs of some of our very big business concerns are under the direction of youth.

At the same time, one often hears the conviction expressed that, in many walks of life, old men hang on to the important jobs, with the result that youth barely gets a look-in.

Old Men Who Don't Retire.

I believe there is a tendency in many directions for the older men to hang on to their jobs too long, but I am equally convinced of the impossibility of drawing a hard and fast line as to when people should retire. Much depends on circumstances. While some men have done their best work before they reach 60, others who have become world-famous, have done their biggest work after the three score years. Certainly this was true of Lord Stratford.

Mr. Robert Dollar, the famous American shipowner who recently visited this country, is reported to

have said that it would have been nothing short of a crime if he had retired when he reached the age of 60, because he had accomplished far more during the last twenty years of his life than he did before he reached his 60th birthday. He is now 84.

I discussed this problem of the older men with a young man I met recently on Tyneside. He had just started in business for himself, and told me something of his doubts and fears, his hopes and aspirations.

"Young fellows like me, of 28 or 30, are apt to get swelled head," he remarked, "and need a bit of a cooler." We lack experience, and need the guidance of men older and more experienced than ourselves. We often grumble about the man who is a director of several companies, but as a purchasing agent, I have found time and time again that such a man's connexion with these other companies has given him an inside knowledge that has enabled him to direct me in a way that would otherwise have been impossible."

It would be a positive disaster to youth if some old men retired from their positions, and a blessing to youth and to themselves and their families if others did give up.

In most walks of life, the ideal is an active partnership between youth, vigour, and enterprise on the one hand, and ripe experience on the other. I believe strongly in the policy of the understudy, with sympathetic leadership and the ever-increasing devolving of responsibility from the older to the younger shoulders.

Youth's Claim to Freedom.

There is nothing unreasonable in youth's claim to liberty, or to a full share of responsibility, as long as that liberty is not confused with licence, and that responsibility is faced with competence and hard work. Youth's claim is based on three main contentions:

What Youth has Done.—After all, modern youth cannot forget what it accomplished or what it suffered in the Great War. In those never-to-be-forgotten days in Flanders, when I saw after a big battle, in one or other of our tiny improvised Y.M.C.A.s for the walking wounded, those terrible queues of suffering youth, lads covered with blood and mud, in agony but cheerful, wounded and fed-up but uncomplaining—I felt youth had won its claim to freedom.

Not only on the field of battle, but on a hundred fronts of commerce, in the laboratory, on the platform, in conference and diplomacy, youth has shown what it can do.

The Possibilities of Youth.—Youth is the Niagara of humanity, and one of its greatest reserves of power. As, through the centuries, the waters of Niagara remained unharnessed, so has it been with the world's legions of youth. When the war drums were heard the call was inevitably to youth; and youth was quick to respond.

With the return of peace, youth has always been forced back into comparative obscurity. Now we are beginning to realise more of the possibilities of youth even in times of peace. We simply cannot afford to forget that the great issues of peace and war are more than ever in the hands of youth. Lost foreign markets again, can only be regained and held by the youth of to-day and to-morrow. The very possibilities of youth are one of its most potent claims to freedom.

No Strength Apart from Freedom.—The world is calling for really strong men, and there can be no strength apart from liberty. It is the only air in which strength can be bred and developed. Unless trusted youth can never become trustworthy. On the other hand, youth is always ready to respond to trust and responsibility.

This is more than ever realised by those who are responsible to-day for the training of youth. Our public schools are homes of liberty,

for it is recognised that mere book education is of little worth apart from that other education that comes from shouldering responsibility and doing things. It is the last year at public school that is real value in the building of a boy's character. During the earlier years he is learning to obey; but, in his last year, if he is a lad of character and personality, responsibility is placed on him and he learns how to command.

No Plot Against Youth.

There is no deep-laid plot to keep youth from positions of power and responsibility, any more than there is a royal road to success. Even now, merit has a way of finding the road to the top.

But youth must be prepared to pay the price of success, and an inevitable part of that price is hard work and sustained effort. It was said of successful men of a past generation:

"They, while their companions slept,

Were toiling upward in the night."

And thus must it ever be.

A prominent business man in the North of England, who is a keen observer of men, is emphatic as to the importance of a lad who has his way to make in business, beginning work and developing gifts of leadership in business while he is young. He even goes so far as to say, "I have not yet come across a man who has initiated and built up a great commercial undertaking who left school after the age of 15. Most have left at the age of 14, 13, or as young as 12."

My Advice to Youth.

As an older man, I would say to the youth of this greatly favoured generation: "Make the very most of the years of training. Acquire all the general knowledge you can, and learn everything about the job that is to be your life work."

"Make your business your hobby, but not to the exclusion of all other interests."

"Don't make money the be all and end of all of life, because an infinitely greater thing is character, and the two don't always go together."

"Don't watch the clock; never cease learning; aim high, and never lose heart."

Un fortunately there is no law to prevent the unscrupulous optician from using inferior lenses. There is but one way to safeguard your precious gift of sight—consult an optician of qualification and reputation.

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TRAPS FOR THE UNWARY.

(By Archibald Marshall.)

The question of pronunciation, raised recently by the publication by the R.B.C. of an "Announcer's Guide," is of peculiar interest to English-speaking people, because English is the only European language in which spelling is of little help. The people, with not much knowledge are always trying to get us to pronounce words as they are spelt, but even if they had their way in the pronunciation they insist on, they would still leave innumerable words which could not possibly be pronounced as they are spelt.

In a few of their demands we may sympathize with them. To anybody brought up to pronounce the "h" in "wh," it sounds a cockneyism to give "where" and "were" exactly the same sound. The Scottish and the Irish make a difference, and perhaps it would be better if we did. But the "h" slipped out of general use in England long ago, and it is not wrong to ignore it now.

The pedants are particular about sounding "or" and "ar" at the end of a word as they are written, and not as "er." But they waste their breath. The vowel is really hardly pronounced at all, whether it is in "or" or "er." Its sound is represented in phonetics by an inverted "e." It is the commonest sound in the English language, and recognized by the authorities as belonging to our speech.

It is wrong to sound the "u" in "often," or to pronounce "breakfast" as "brakefast." These are favourite errors of the pedants, but, as in so many cases, the common way is the right way, although those who keep to it do not know why.

It is in words derived from the Latin and Greek that real errors of pronunciation are most common. The final "e" in "animalcule" and "epitome" must be sounded; and the name "Theodosius" must not be pronounced "Theosius," because the

EFFEL TOWER WILTS.

EFFECT OF SUMMER HEAT.

On July 16 last year the thermometers in Paris registered ninety-four in the shade, and on that day and the next the crowds which gathered in groups in the vicinity of the Eiffel Tower witnessed a unique phenomenon—the tallest artificial structure in the world appeared to be bent, curving, outward toward the southeast. Scientific observers soon confirmed the fact and decided that the heat wave had done it.

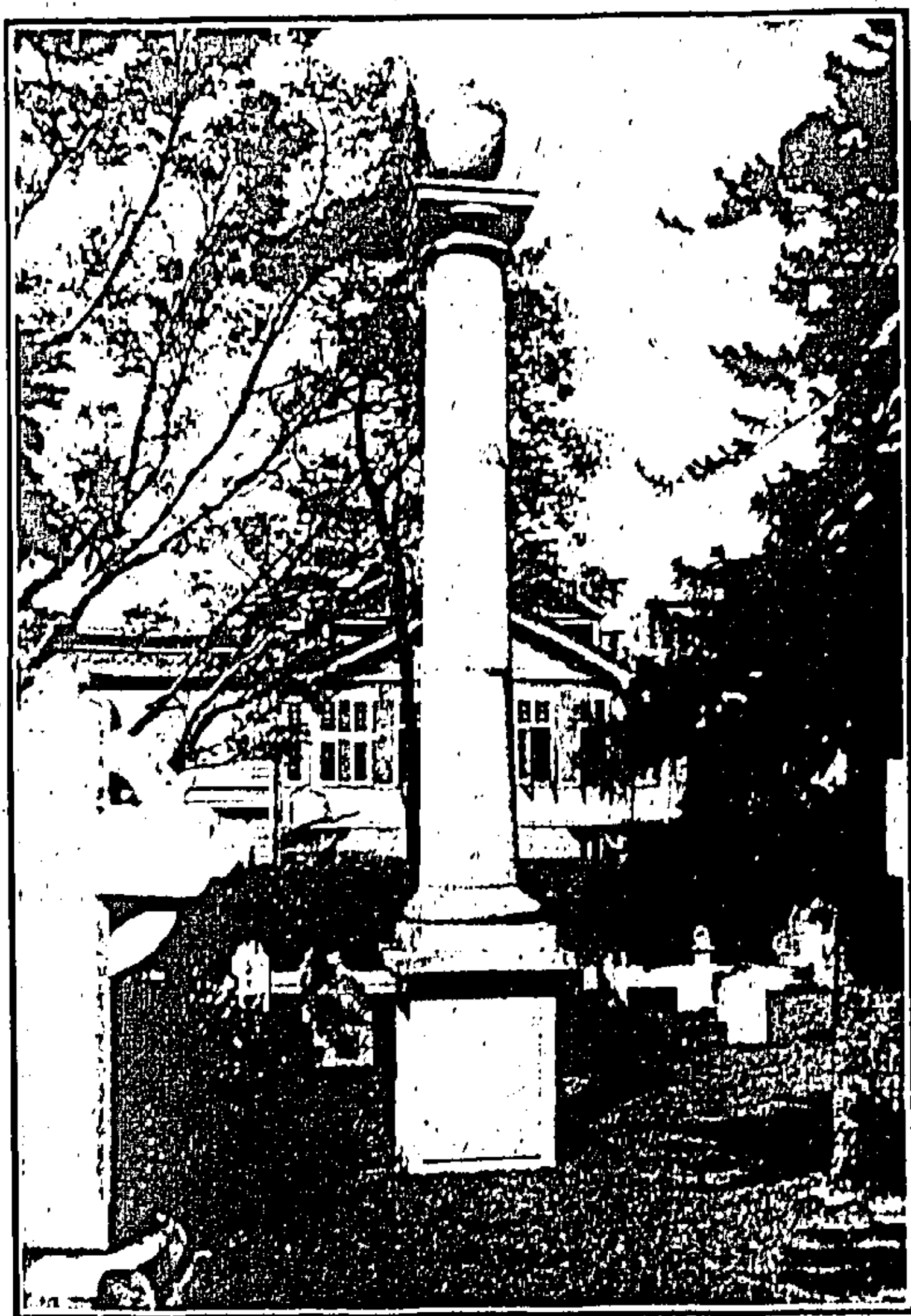
It was only about five inches out of the perpendicular, but that was enough to raise a certain amount of alarm, according to the press reports which presently printed the scientific reassurance.

According to these, the bending of the tower had been anticipated and provided for by its designer—just as he had provided for the pressure of a hurricane. The bending was due to the fact that, while the great girders on the two sides facing the sun became hot and so expanded, just as rails expand, the other two faces retained their normal proportions. This, it appears, had been duly allowed for by having the eyes of the bolts on the northern side a little larger than those on the south. When cooler weather came on July 19 the tower had readjusted itself.

Greek diphthong "eu" has the same sound as "use" in "obscure." But the "eu" in "Timotheus" has the sound of "us," because the Greek "e" was short and followed by an "o." These little traps present no difficulty to the educated, but are apt to catch the unwary.

English speech ought to be kept pure, but it would not be the incomparable thing it is if it were not always changing, and there are some changes that have become respectable from long usage and must be accepted.

HONGKONG MEMORIALS. LONG FORGOTTEN HEROES.



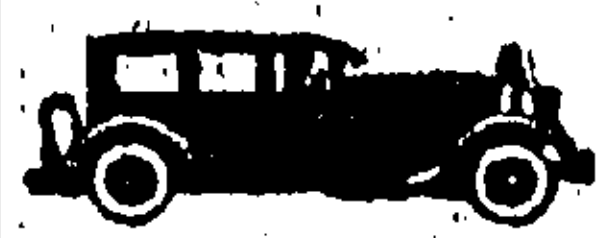
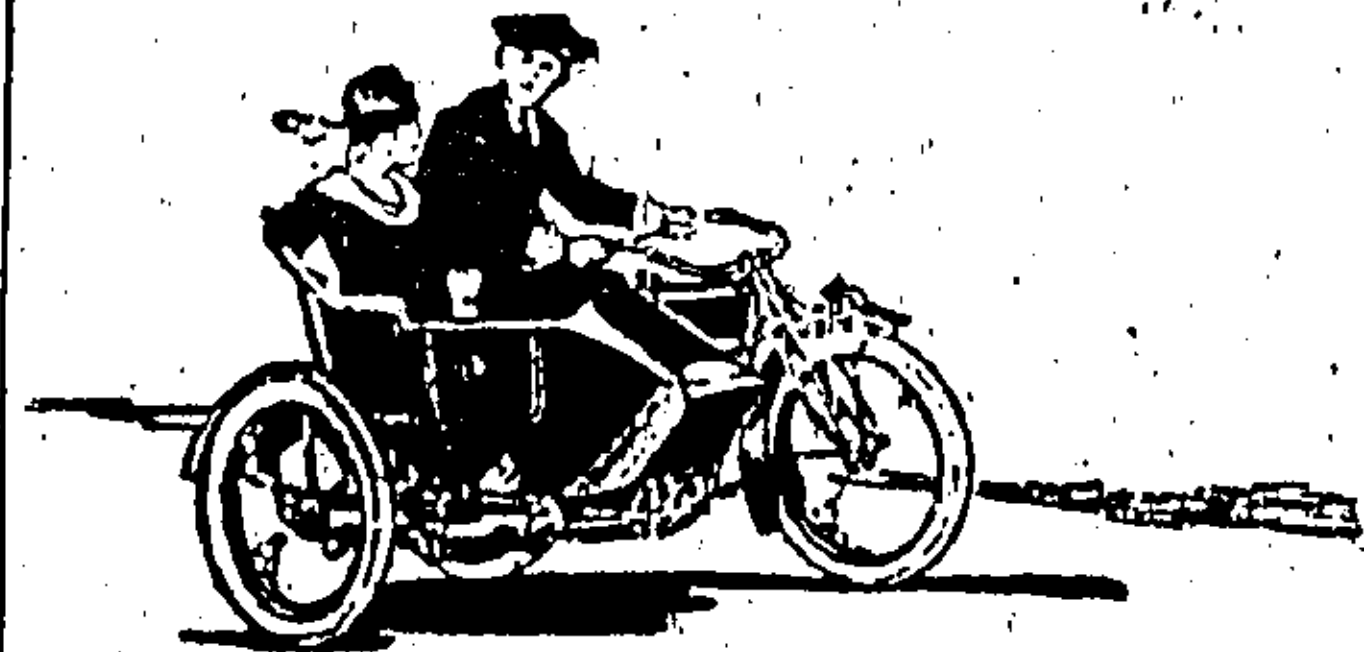
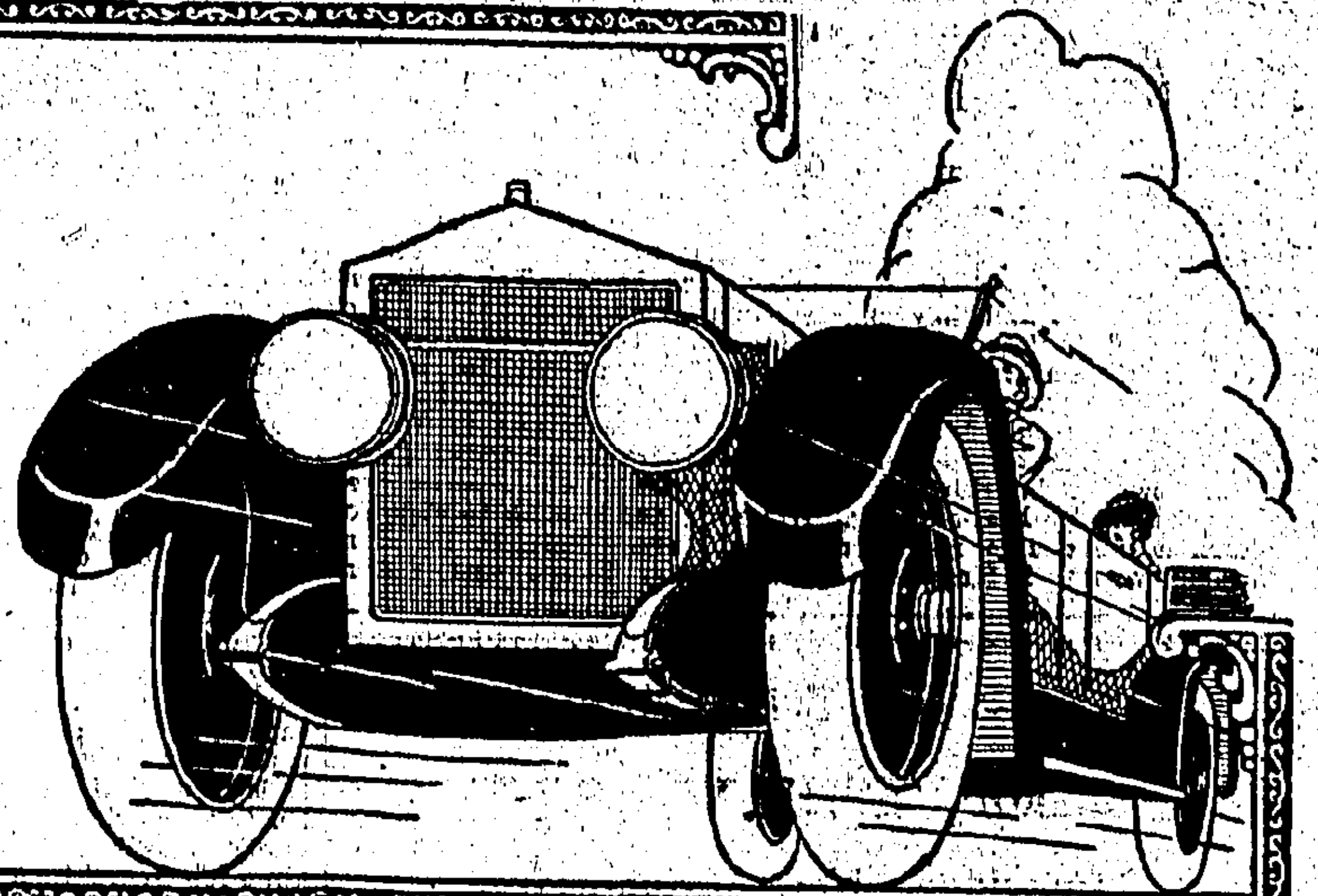
Among the largest of the military memorials which stand in the old portion of the cemetery at Happy Valley is the above column, erected to the memory of those belonging to the LIX Regiment who lost their lives while serving in Hong Kong in the early days of the Colony.

So effaced has the lettering on the base of the memorial become that it is impossible to read all but a little of the inscription which originally set out the dates and details.

Eloquent, however, of the rigorous conditions under which these early defenders served is the fact that there can just be made out the record that among those who died while the regiment served here were 24 Sergeants, 11 Corporals, 1 Drummer, 116 Privates, 35 Women and 107 Children.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 5th JANUARY, 1929.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Garden Road.

How difficult it is to satisfy everybody! Although the work of providing a stopping place off the direct line of vehicular traffic outside the lower Tram Station, has been heartily approved by the majority of motorists, a few grumbles have been heard from people who do not think the scheme a good one. In the first place, it should be remembered that the work is, as yet, only partly completed, and that if the parking space appears to have been reduced, a larger area will be available later on.

Much Safer.

It must be perfectly clear to every motorist that an obstruction was previously caused whenever a car pulled up opposite the station entrance. The road is quite narrow at that point, and much annoyance was caused when a following car had to suddenly stop on account of the leading vehicle dropping passengers for the tram. The removal of that state of affairs is certainly a very great improvement.

The Original Scheme.

The original scheme, as submitted by the Hongkong Automobile Association, provided for a covered way on the left of the road, where the new stopping place now is, and although that work has not been put in hand, it is probable that it will be completed in the future. Further, it is intended that an area to the left of the roadway shall be made available as a parking space. The main point at the moment, is that Garden Road has been greatly improved by the completion of the first part of the scheme.

Illogical.

Having already gone to press, we could not make comment in last Saturday's notes on the illogical decision given by Major Willson in the case of a local motorist who was charged with, and admitted turning on the wrong side, of the beacon at the junction of Des Voeux Road and Pedder Street. Although local regulations are apparently silent on the question of procedure when rounding the beacon, it must be perfectly clear to every motorist that the turn must be made with the beacon on the right, no matter from which direction the car is coming. That is most definitely the intention of the light, and the suggestion that a motorist may use his own discretion according to circumstances must not be entertained for a moment. It is quite possible that circumstances might arise when it would be not only advisable, but necessary to ignore the silent instruction of any traffic indicator, but the responsibility of acting in a contrary manner, should rest entirely with the traffic constable on duty. The ruling that motorists may take such a matter into their own hands, and act according to their individual opinion, is only inviting confusion, and at the moment a most dangerous precedent exists as a result of Major Willson's ruling. In one respect the fact that such an opinion has been given may be all to the good, for it emphasises the urgent need to include the beacon in existing traffic regulations, making it perfectly clear what action must at all times be taken by motorists when passing it.

Worth Remembering.

It should be remembered that the beacon was originally erected in order to do away with the system whereby traffic constables controlled vehicles at this particular point. Many complaints were registered by motorists concerning the confusion which used to arise as a result of indefinite signals being given. Congestion frequently occurred, and in order to remedy the matter, hand-signalling gave way to the beacon. We have no hesitation in asserting that the smoother working of traffic has thoroughly justified the change, but it is up to every motorist to conform to the ruling custom, otherwise it would be necessary to revert to the old method, a step which would undoubtedly meet

with the most emphatic protest from almost every motorist.

Our Gloomy City.

One of the most frequent observations made by visitors to Hongkong is that it is a dimly lit city by night. While this remark often refers to the lack of "life," it is equally as true of the lack of adequate road lighting in the main part of the city. There are three important traffic routes—Des Voeux Road, Queen's Road westwards from about Arsenal Street, and the Praya from V.R.C. to West Point, and it is surely apparent to everybody that as far as lighting is concerned, these routes are years behind the times. In urging that more powerful lights be installed, we are not suggesting a policy of extravagance, because the replacing of the present lamps for those of higher candle power would not involve heavy expenditure. The increased motor traffic alone is sufficient reason for better illumination of these main routes, while the reputation of Hongkong as one of the leading cities in the East demands that its streets should at least be comparable with other cities of lesser importance.

Dangerous Trees.

Although tree-bordered roads may produce a pleasing effect from the purely aesthetic point of view, wherever any obstruction or danger is caused, there should be not the slightest hesitation in removing trees or shrubbery. At the moment we have the Wong Nei Chong Road in mind, from the vicinity of Broadwood Road, and the Craigengower Club. When driving in a northerly direction, there is scarcely room for a motor vehicle to pass an oncoming tram-car as the result of trees bordering the roadway, and their removal is clearly called for. Happy Valley is one of the authorised localities where learner drivers may practice car control, but with the obstruction existing as it now does, we should say that it is anything but a safe neighbourhood. In any case, the amount of traffic using this road is ample excuse for the immediate removal of the trees.

Inconsiderate Driving.

One or two cases of really bad driving have recently been brought to our notice. In the first instance, two motor vehicles were travelling along the Sheko Road in different directions, and both attempted to pass a stationary steam roller, with the result that a collision occurred. Fortunately the mishap was not of a serious nature, but it could have been easily avoided. It should always be borne in mind that a driver whose side of the road is obstructed, should give way to oncoming vehicles and not take chances. It is not the first time that similar accidents have been reported, and motorists who foolishly take such risks would do well to think of the danger they cause other people as well as themselves.

The Second Case.

The second case happened on Stubbs Road where a lady driver was travelling towards the Peak on her rightful side of the road. Another car coming down, rounded a bend well over the white line, colliding with the up-going vehicle. Happily the damage was slight, but the driver of the offending vehicle, instead of the seriousness of his carelessness by not stopping to ascertain what damage had been done. Unfortunately, the occupants of the damaged car were unable to get the number. Incidents of this kind may be few, but the failure to stop is a particularly serious matter, and we hope that all such people, when traced, will be severely dealt with.

Kowloon Buses.

The fact that the Hongkong Tramways Co., Ltd. has taken over the Kai Tak-Motor Bus Service on the Kowloon side, is a matter for gratification for Kowloon residents, as well as a further indication of the growing importance of the Mainland from the point of view of

SECOND-HAND PARTS.

English Gipsies in the
"Junk" Trade.

VERY LOW PRICES.

The English retail trader at this season of the year has his show-rooms full of second-hand cars, says a Home writer, which he has taken back from old customers on receiving their order for new 1929 models to be delivered in the spring. This class of purchaser usually only takes out a car license from April 1 to Sept. 30. At the latter date he makes his bargain with the motor-dealer to allow him so much for the exchange value of the old car in part payment for the new one. These are the motorists who usually upset statistical records, so that official returns show a greater number of cars registered on Aug. 31 in any one year than on Dec. 31 of the same year. That never happens in regard to the commercial motors, whose registration figures steadily rise quarter by quarter. At the same time the retailers, having a large number of secondhand one-year-old cars—actually only six months in use—can offer to the —while excellent vehicles at moderate prices, if they will buy now, so as to make room for the newer models.

In certain parts of the United States the dealers in cars pay into a pool to provide for the breaking-up of the oldest cars in order to take them "out of circulation." Just as there are house-breakers in the States, they pledge on purchasing a car to break it up and only to sell the parts after disassembling. In England the gipsies seem to have adopted the "junk" trade, as those who visit weekly markets in country towns can see by the outspread blanket in the market-place, on which repose sundry multi-production car parts for sale at very low prices.

FINANCE FIGURES.

Instalment System.

The National Association of Finance Companies finds that repossession of automobiles, the purchase of which is financed by these companies, are infrequent when the buyer pays at least a third down on a car. When the payment falls lower than a third, or more than a year is allowed for payment, repossession is frequent.

FOREIGN INVASION.

American Energy.

Presence of 100 members of the Allgemeiner Deutscher Automobil Club, largest motoring organization of Germany, in the United States marks the first of a series of foreign tours planned by the American Automobile Association to promote touring through its 23 foreign affiliations.

passenger traffic. In inaugurating ancillary services to the trams, the Company is following the practice of so many Tramway Companies throughout the world. As far as Kowloon is concerned, the fact that such a responsible concern should operate a bus service gives assurance that a high standard of efficiency will be set and maintained.

New Members.

Since the last list was published, the following motorists have joined the Hongkong Automobile Association:

Prof. W. Brown.
E. Davidson.
H. Gipperich.
G. S. Graver.
A. H. Madar.
A. K. el Arculli.
R. H. Charles.
W. D. Deans.
Rolt. Cryan.
T. J. Richards.

KONGMOON BUILDS MOTOR ROADS.

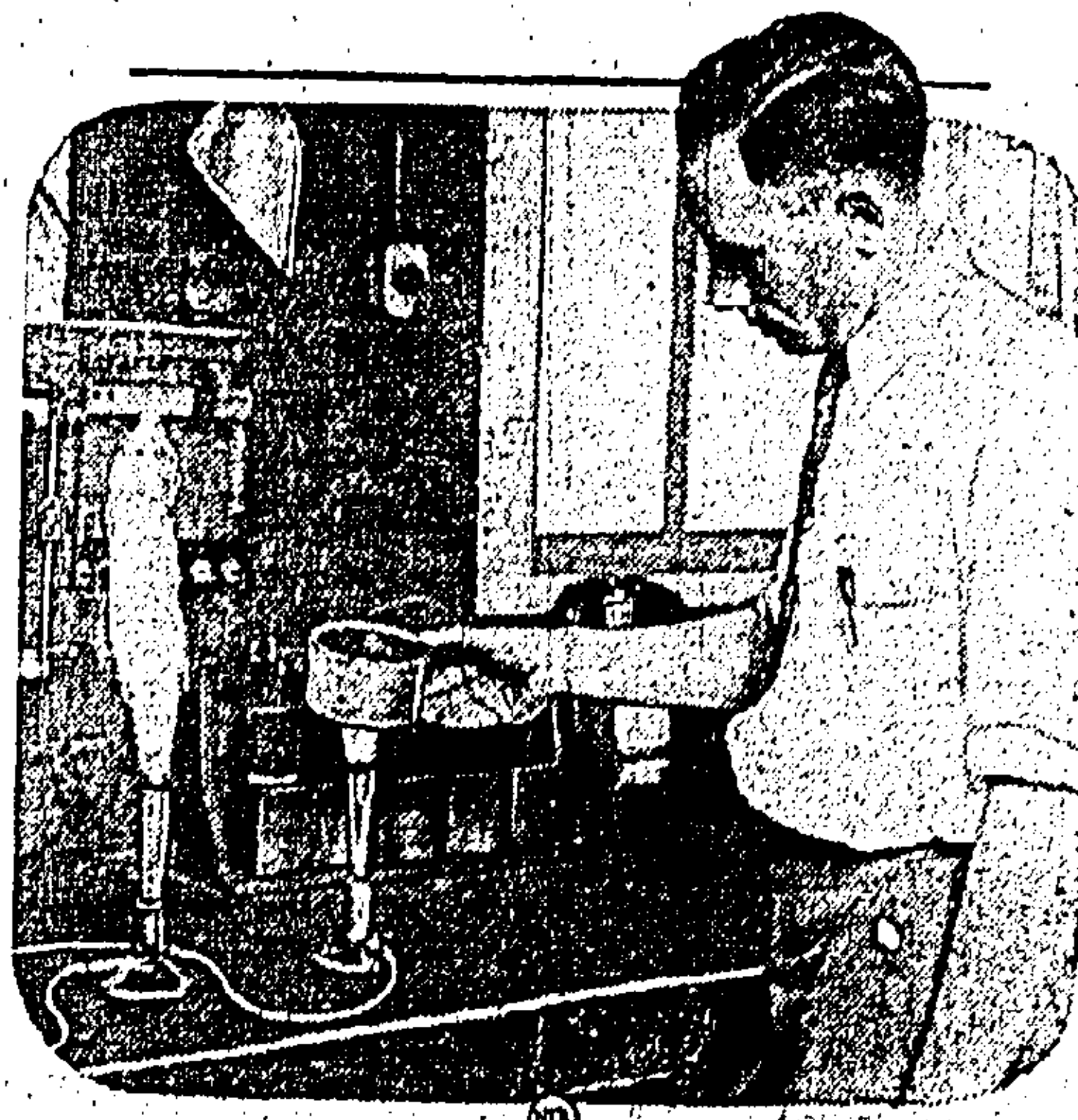


A short year ago Kongmoon was one of the real old style walled Chinese cities; now the walls are down and motor streets are being built in all directions through the city and a wide maloo now replaces the old walls. A Bund is also being made along the water front. This picture taken a few days ago shows one of the new roads under construction. A motor road is already completed from the outskirts of Kongmoon up to the gates of Sun Wai City and one

may travel along this road in motor buses or hired cars for a distance of about seven or eight miles. Sun Wai city is now one of the few cities in Kwangtung which has not yet come under the road builders notice and the old walls and gates are still standing, though latest reports have it that they also will shortly be brought down to make way for the new roads, and that construction is to be commenced directly after Chinese New Year.

NEW AIR CLEANER.

Eliminates Back-firing.



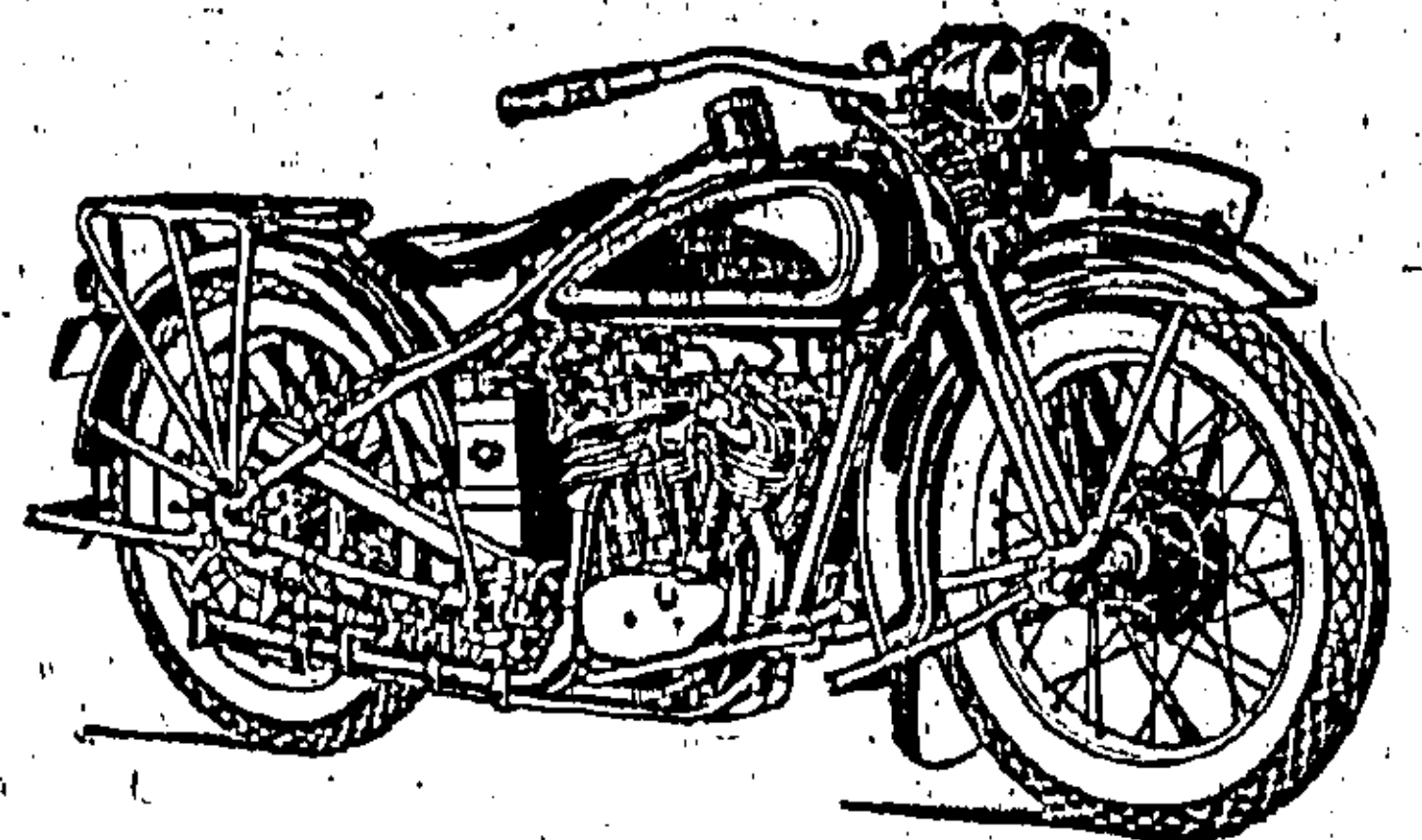
How flame is stopped by a device connected with a new type of air cleaner is shown here by H. G. Kamrath, one of the engineers who perfected it. Instead of going straight through, the fire is absorbed by meshed copper ribbons.

A dual air cleaner-flame arrester has been developed that removes all hazards due to carburetor back-fires from automobile, motorboat and aeroplane engines. Engineers say the device should ultimately result in reduction of fire insurance rates on automobiles, motorboats and aeroplanes.

The device is the result of long research work by engineers of the A.C. Spark Plug Company of Flint, Mich. U.S.A. and has been tested and approved by the National Board of Underwriters. According to the underwriters' report no flame can be made to pass through the air cleaner-flame arrester even under the most severe conditions.

The device, attached to the intake of the carburetor, prevents dust particles from reaching the engine. The dust as it comes in contact with copper ribbons in

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CONCOURS D'ELEGANCE.

First Prizes Won by
Fiat.

SOUTHPORT EVENT.

At Southport, the famous Lancashire resort, a Concours d'Elegance for Motor Cars recently took place. The event, the second only of its kind to be organized in Great Britain, was a brilliant success.

To turn an essentially mechanical contrivance such as a motor car into a thing of artistic beauty, is no mean achievement. That this has long been the aim of car manufacturers, the public is fully aware and is always ready to give its full support to any movement likely to beautify the useful and ubiquitous motor car. It was therefore, natural that for this occasion the front at Southport should be crowded with an eager public. Such was the interest in this competition that there was scarcely a motorist who did not feel a strong desire to take part, and so the fine events

OBSOLETE LAWS.

U. S. Revision.

Two hundred delegates at the New York State Automobile Association convention recently were asked to consider a thorough revision of the present traffic laws, the majority of which are obsolete.

MURDER WILL OUT

Hit-and-skip drivers have a slim chance of escaping in Detroit. The Detroit Automobile Club has been giving \$100 rewards to persons responsible for the capture of hit and run drivers and in 16 months has spent \$6000 this way.

that borders the sea witnessed a gathering of some 250 fine cars representing most of the leading makes. In the First Class for open cars of 7.10 h.p. the first prize was awarded to a model 609 Two-seater Fiat belonging to Messrs. the Exors of James W. Haworth of Manchester. The same firm secured the first prize in the closed car class of the same horse power with a model 609 Fiat fixed head coupe.

HORN-BLOWING NUISANCE.

Writing from London to the *Straits Times* on Nov. 13, Mr. R. J. Farrer, President of the Singapore Municipal Commissioners, makes another appeal to motor car owners to do all they can to mitigate the nuisance of horn-blowing. He states:

"Some three years ago you were good enough to publish an appeal from myself for the co-operation of car owners in reducing the noise created by horn-blowing. I return to the charge, for, though the improvement in Singapore has

been very marked, we have a long road to travel before the position is satisfactory.

"In London the absence of hooting is, after experience of Singapore, amazing. For instance, I walked the other day along Victoria Street just after dark in the rush hour. The traffic was comparable with that along Fullerton Road round 4.45 p.m., but there was the same volume in both directions instead of merely a homeward rush, and in Victoria Street there are a number of cross roads into which vehicles were turning and hooting to warn foot passengers. Between the Army and Navy Stores and Victoria

Station the total number of hoots audible was seventeen! And in no case did a driver find it necessary to emit a multiple hoot, or anything more than a short 'pip.' Again, driving up Park Lane on a bus from Hyde Park Corner to Marble Arch, there was not a single hoot to be heard, though the traffic both ways and into the Park was very heavy. To me London has proved what I have been maintaining for years—that is to say that the less a driver hoots the more attention is paid when he does use his horn.

"If the Singapore traffic could be taken up bodily on a Solomon's Carpet and dumped down in London there would be no room in the newspapers for correspondence on any topic other than the motor horn nuisance. I repeat my appeal for co-operation by all car users and trust that the Automobile Association will take the matter up while the bulk of our traffic is still comparatively small. In a few years' time it will be too late."

The following from the *Sunday Times* of Nov. 11 forms a rather interesting commentary on Mr. Farrer's letter: "All who suffer by the noise of modern life—and they are not hospital patients or victims of insomnia alone—have been gladdened by the vigorous action of the doctors on their behalf. A conference of traffic experts threatened to treat the problem as merely a matter of what kind of horn motor-drivers should use in city streets. The manifesto addressed to the Health Ministry by the British Medical Association is a timely reminder that oceans cannot be swept up with mop. The intolerable avoidable noises that injure the well being of the community rise from many sources; in the hue-and-cry after some comparatively minor offender we must not let the chief criminals escape. By common consent the city din is far more trying to human nerves now than it was at the beginning of the century, in spite of the fact that in the interval rubber-shod wheels and asphalt have replaced iron tyres and stone setts. Our ears have become inured to the dull even roar of a never-ceasing motor-awaked stream of traffic, and are consequently more sensitive to high discordant sounds than to our

HINTS FOR THE MOTORIST

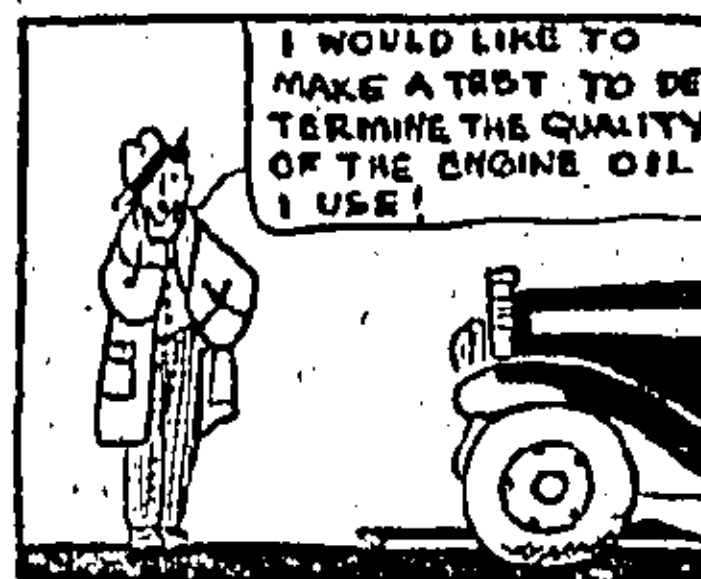
ALBERT L. CLOUGH

THE DRIVE SHAFT.

In its more usual form it includes two universal joints, one just at the back of the transmission and the other just forward of the rear axle. These may be of the fabric type, which require no lubrication, but which need occasional inspection to see that all nuts are tight. When the fabric dies, which give them their flexibility, begin to crack and tear, they should be replaced with new ones—not an expensive job. Joints of the metal type, with mechanical parts having relative motion, call for lubrication which is too frequently denied them, as they are located under the floorboards and somewhat inaccessible. One largely used type requires a supply of light oil, introduced into its housing through a plugged opening or pressure-gun fitting, at intervals of about 1000 miles. Lubricant is prevented from escaping from the housing by means of a cup-shaped stamping, threaded around the shaft and pressed against the spherical outside surface of the housing, by a spring—a piece of string packing, retained in a ring shaped groove within the cup-shaped piece, sealing the joint. This packing must occasionally be replaced or grease will be thrown out rapidly. Another type of joint is lubricated by oil injected into its housing, through a plugged opening. With all mechanical universals, occasional inspection is very important to make sure that the bolts, which secure their flanges to their mate, flanges on the transmission and the pinion-shafts, are tight, for if the front joint gets 'adrift,' the drive shaft may fall to the road, probably causing an accident. The presence of lost motion in the drive shaft, due to wear in the joints, can be detected by holding the rear flange and having some one try to turn the forward one, with the transmission in neutral. Any considerable amount of lost motion will result in considerable noise, especially on rough roads and in changing from forward to reverse car movement or vice versa. The worn parts, such as pins and bushings are not expensive and the labour required to replace them is not great. Most front universals embody a slip-joint, which permits slight changes of drive-shaft length at varying spring deflections. This is usually lubricated from the joint housing, but may have a special pressure-gun fitting requiring attention. The bearings of the pinion-shaft, just at the back of the rear universal, usually are lubricated from the splash in the axle housing, but this may not be the case, under which circumstances there is a compression cup or pressure-gun fitting in the pinion-shaft housing, which must be supplied with grease every few thousand miles. A drive shaft may not run true and in perfect

balance in which case it may 'whip,' causing noticeable vibration at high speeds, which is sometimes wrongly attributed to the engine.

ROUGH AND READY OIL TESTS.



Question: Are there any simple tests that one can make for oneself to determine the qualities of engine oils?

Answer: There are a few that are of some value. If blue litmus papers, immersed in the oil, become more reddish in colour, it should be rejected as containing acid. If the oil, when shaken for several minutes with an equal volume of water, does not separate from it almost completely after standing for some time, it is of doubtful quality. If the oil, after being heated for say 15 minutes in a receptacle placed in a dish of sand over a gas burner, hot enough to just give off inflammable vapors (as shown by a match applied over its surface), is found to have deposited considerable black solid matter, after standing for a few hours, its quality is questionable. If a sample, exposed in a bottle for a few hours to the lowest temperature your car has to withstand, becomes too thick to pour readily, it is hardly 'coldproof' enough for satisfactory use.

IS ETHYLATED GASOLINE DETRIMENTAL.

Question: Is gasoline which contains tetra-ethyl-lead injurious to the internal parts of engines? Some mechanics have told me that they have found it so.

Answer: No. Careful and long continued tests have demonstrated it to be harmless to engine parts, assuming that the gasoline used is free from any excess of sulphur.

ACCORDING TO THE VIEWPOINT.



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MONET & GOYEN
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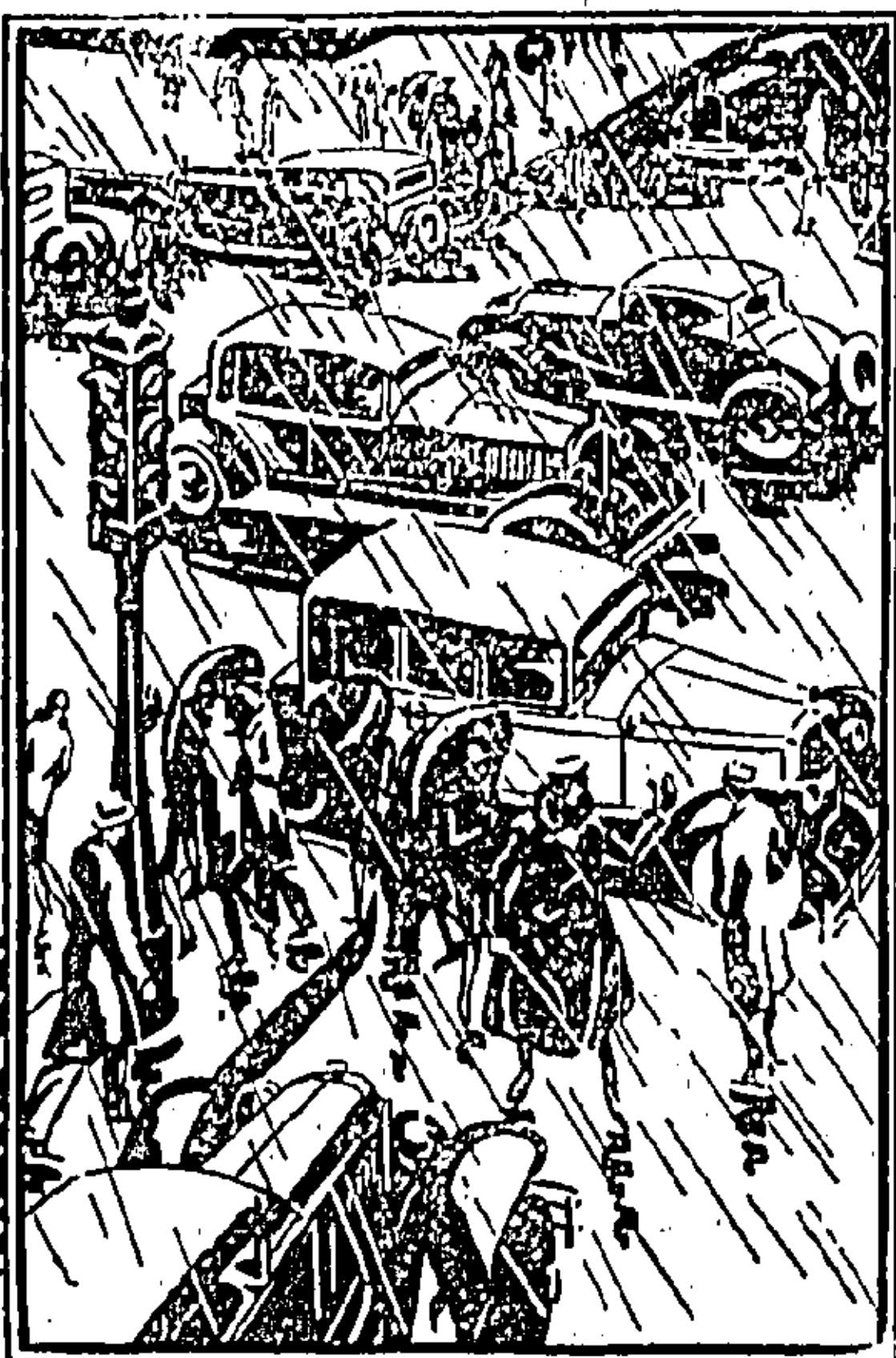
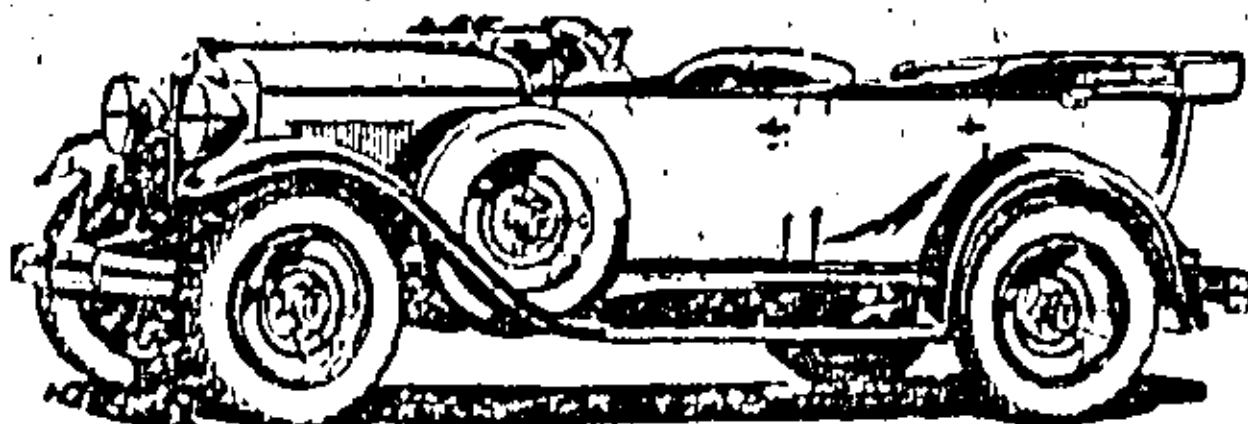
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CAPE TO CAIRO.

Racing Motorists' Trip.
DESERT AND JUNGLE.

Through desert and jungle Mr. G. S. Bouwer, the South African racing motorist, has averaged just on 250 miles a day for 9,000 miles on his return journey across Africa from London which he left in August to Cape Town where he has just arrived.

He undertook the adventure to demonstrate the practicability of a highway between Cairo and the Cape and he travelled by a route which he had prepared for himself seven months ago.

"Although I averaged 300 miles a day, over the iron-stone Nubian deserts," Mr. Bouwer states in a message to the Dunlop Co. in London, "and 500 miles a day on bush track in central Africa, I had a bare thirty hours in which to complete the last and most difficult 1,000 miles and the slightest delay would have ruined my chance. For the first time in my experience I drove this last lap without one puncture; I had never previously had fewer than four on that route. I had no mechanical trouble at all and only one crash when I hit a tree stump at speed, smashed two front springs, and bent a front axle."

At one time Mr. Bouwer was 90 miles from any water supply and he carried a 40 gallon petrol tank in the back seat with a five gallon auxiliary oil tank.

Fathers would have seemed a mere part of the general clutter. Possibly, even the pneumatic drill would have been less "diabolical" than the doctors of to-day declare it to be. Be that as it may, there are noises that we cannot and need not put up with. If invention lags, the law must protect our ears."

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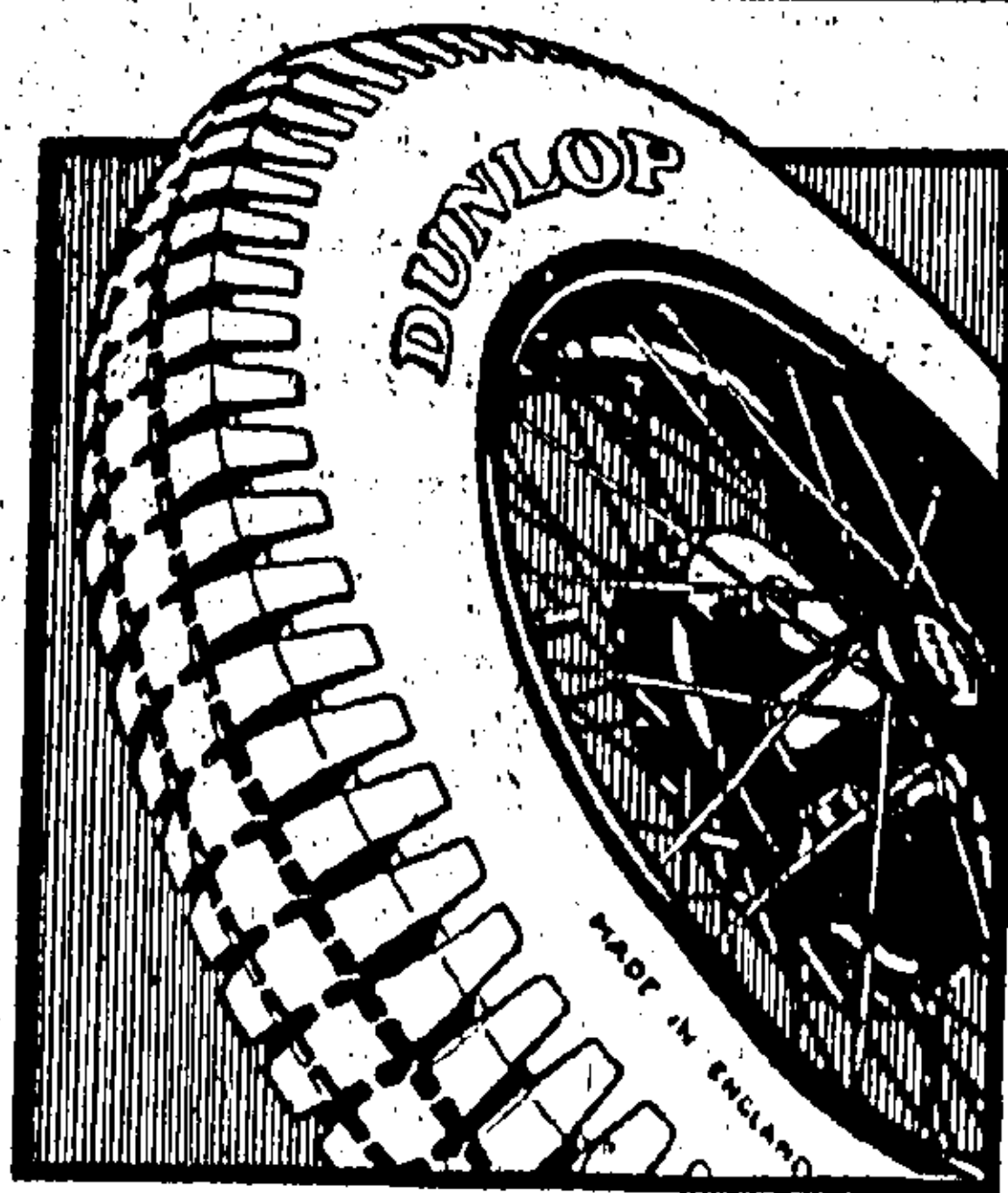
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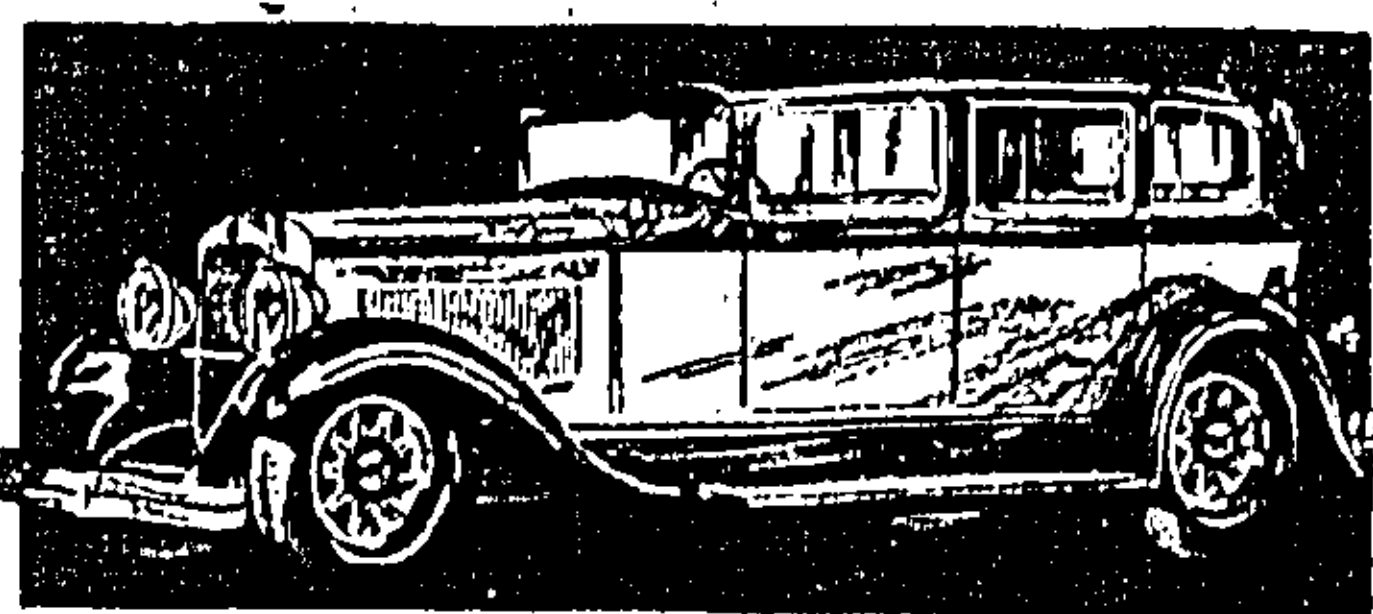
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Phone C. 578.



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Special Six "400" Sedan
H.K. \$3,300

fully equipped
Phone 1474 for a ride



It was a Twin-Ignition Motor

that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two

spark plugs (airplane type) to each cylinder instead of one, 360 sparks a second instead of 180, at top speed, burns the highly compressed gases more thoroughly and economically.

The result is more power from less gasoline, and ordinary gasoline at that. No special, high priced fuels are required for the Twin Ignition Motor.

Once you drive the great new Nash "400," you are certain never to be contented with the performance of older types of motors.

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CAR SPEEDS & THE DANGER POINT.

Driving All Out.

WHAT DESIGNERS ARE AIMING AT.

There is a widespread belief that the whole trend of motor-car manufacture is towards higher and ever higher speeds. Some people put down the serious increase in road accidents entirely to the "craziness" for speed and the very much faster cars that the "crazy" ones have at command.

Like other ideas this is only a half-truth (writes the motoring correspondent of the *Sunday Times*). Maximum speeds, except in racing cars, have not increased much. There were plenty of cars before the War capable of 60 m.p.h. and more on the open road. What designers have aimed at is to produce cars with higher average speeds, and the two qualities essential for that are improved acceleration and deceleration or stopping power, both of which make the car not more but less dangerous.

The philosopher defined dirt as merely matter out of place. Speed becomes a danger only when out of place, and in the modern car, which can overtake in half the time and pull up dead in half the distance that its predecessors needed for either operation, speed is plainly much less out of place.

Wasted Power.

Makers, British makers at any rate, are not aiming at higher maxima for the good and sufficient reason that they are useless. There are few parts of our fair land where a quick slow-down and a quick get-away are not far greater assets, and this, with other factors, has moreover resulted in the evolution of a type of car that is seldom, and never for long, driven at top speed. "Capable of a genuine sixty" reads well in the advertisements, but most purchasers are satisfied to take the claim on trust.

British cars have a "best" speed, which is quite a different thing from their maximum. By that I mean the highest speed the car will maintain without becoming harsh running and definitely noisier. Every driver, who has a feeling for his engine, let alone a preference for his own comfort and a care for his own belongings, very soon discovers this "best" speed, and even on perfect roads only exceeds it when occasion demands.

Driving with the accelerator pedal flat on the floor is not a common practice, and for the sake of the safety of our roads we may be thankful that it is not, for the nearer a car's speed approaches its maximum the progressively less perfect becomes its driver's power of control. It is not a matter of actual m.p.h.—a heavy, powerful car capable of 80 or 90 is far safer travelling along at 60 than a smaller-engined, lighter car which can only reach that figure when "all out."

Forty Miles an Hour Enough.

Best speeds are rising, of course, as the standard of engine efficiency improves, but they are not rising dangerously. The vast majority of our cars have a best speed round about the 40 m.p.h. mark, and in view of the road conditions and of the fact that most of our motoring is short-distance work, it is high enough for safety and as high as most of us can reasonably require. If we had the long distances and straight, half-empty country roads of France and America it would be different.

One of the few long runs in this country on which high speed is not only tempting, but safe and legitimate, is that between London and Chester. There is a route avoiding all the big towns, which for England is extraordinarily "fast," as I discovered just before the Show, having occasion to visit Hoylake. For the greater part of the distance the road surface is perfect—on either side of Newport it is a shiny strip of black velvet—and there are few sharp bends or crossings or side turnings calling for caution. I went north on a Sunday and returned on a week-day, and each day the road was, by London standards, as empty as the Sahara. We judged we met about two cars per mile.

During the summer months a good many Manchester men commonly come up to London by car. They do the 200 miles in five hours, which means that for much of the journey they are driving at sixty miles an hour, for even on that exceptionally clear run a forty-mile average cannot be achieved without greatly exceeding that speed whenever possible.

500 Miles a Day.

In my case I had to be content to push along at forty and average

really fast without risk of injury or annoyance to other people or of an endorsement on one's driving licence. (This, need it be said? Is not the Great West Road.)

Well, it was great fun on that Alvis—the sense of mighty power, the terrific acceleration. When I got into the "straight" and put my foot down I instantly recalled an inadvertent application of the spur to the flanks of a big Australian "waler" one day in my youth. But the road, being one of the early arterial efforts, was not exactly smooth, and at 65 m.p.h. I had to "let up." I was alone in the car, and there was no ballast in the boot, and the rear wheels were only touching the ground in spots. Also, I am not young enough to enjoy thoroughly the ear-splitting shriek of the super-charger.

Front-Wheel Drive Virtues.

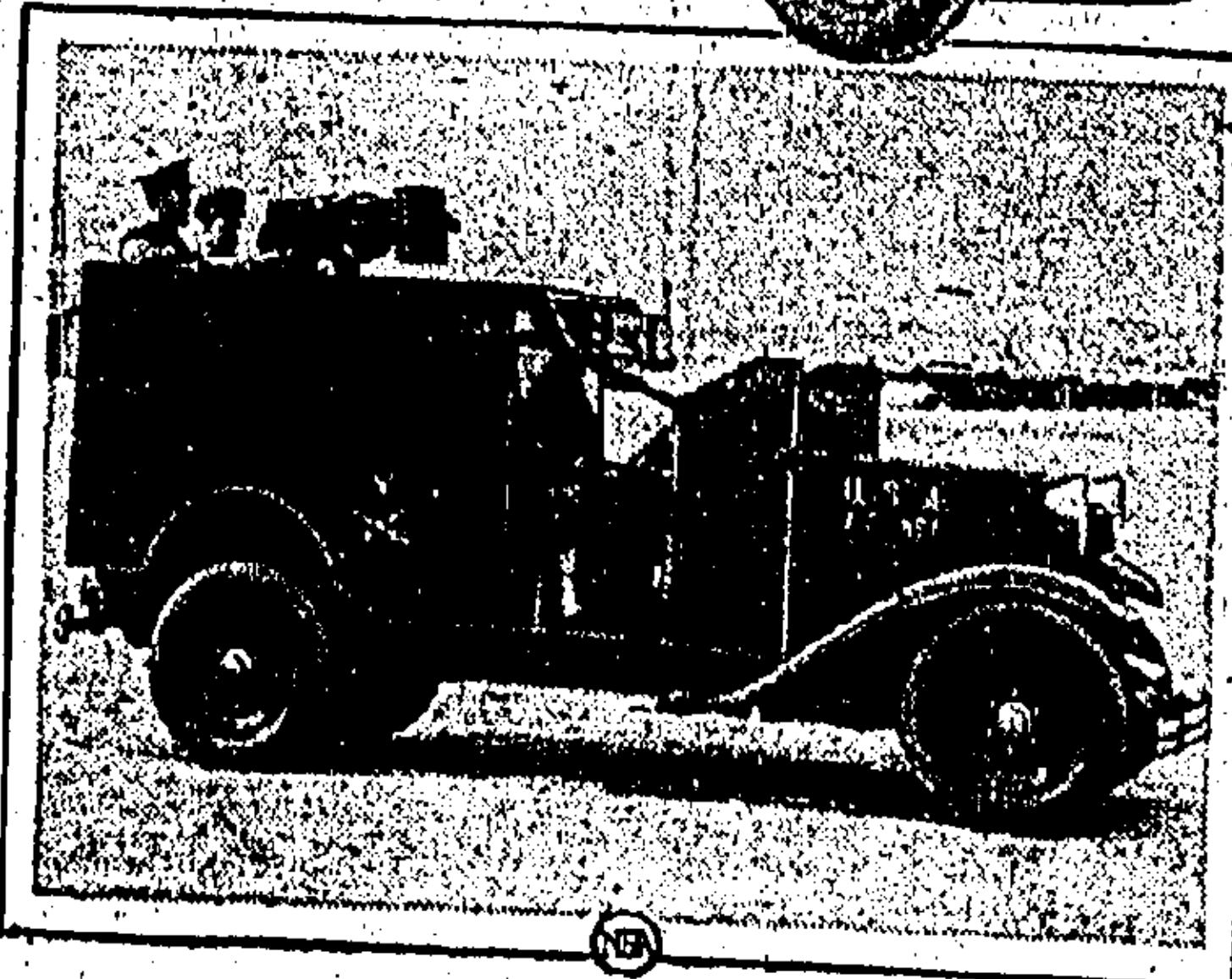
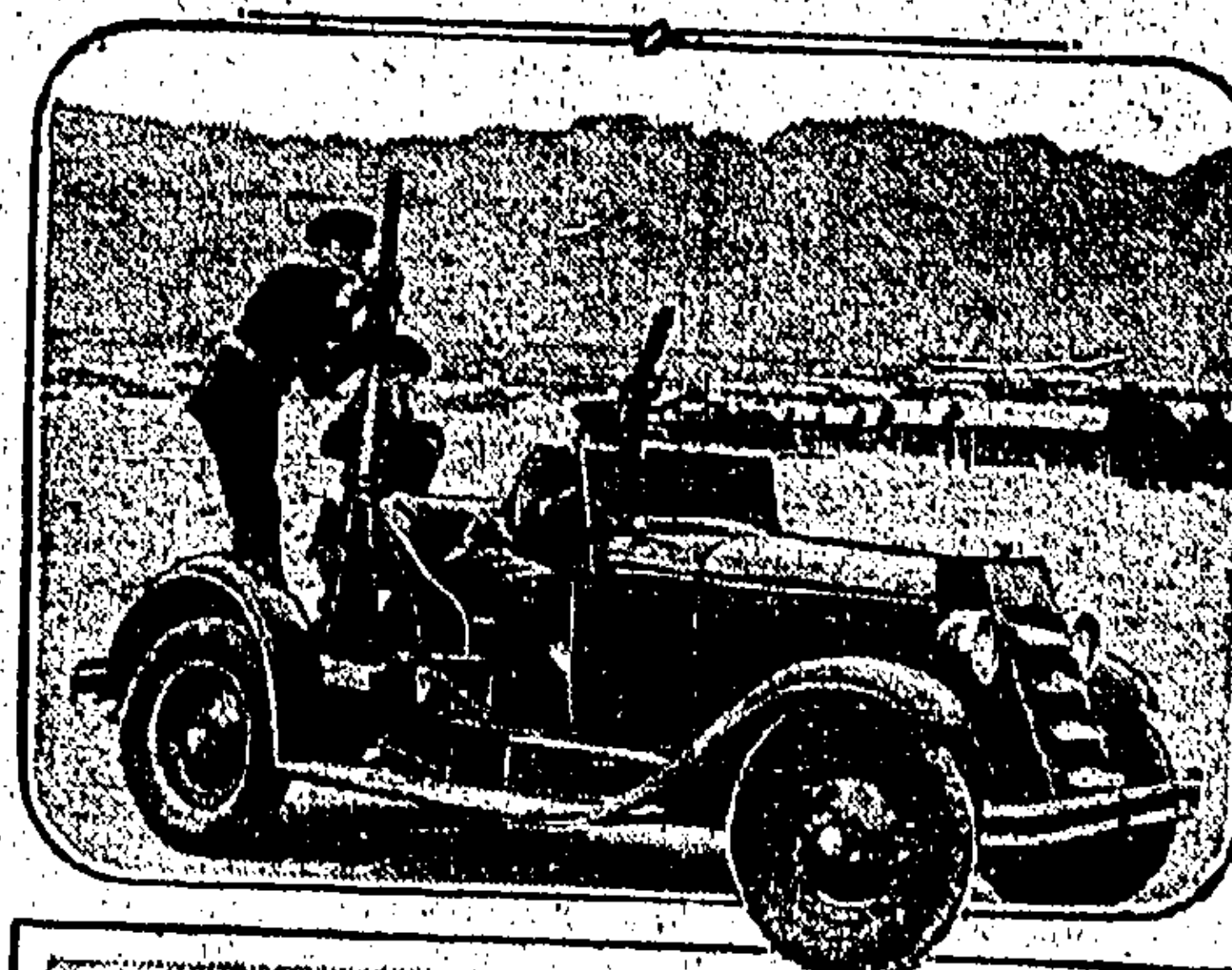
It would be insulting such a car to drive it sedately along at thirty or forty miles an hour, but a couple of hundred miles at its best speed would scarcely be a joy-ride.

At the same time, in justice to the Alvis, I must say that in my little trial of fifty miles or so I learnt to appreciate several of its good qualities. The front-wheel drive makes cornering a delight, and with a heavier body or more weight on the back axle the independently sprung wheels would have yielded their true case and steadiness of progression. Personally, I have no use for the super-charger until it has been muzzled, but the Alvis firm are undoubtedly doing fine pioneering work.

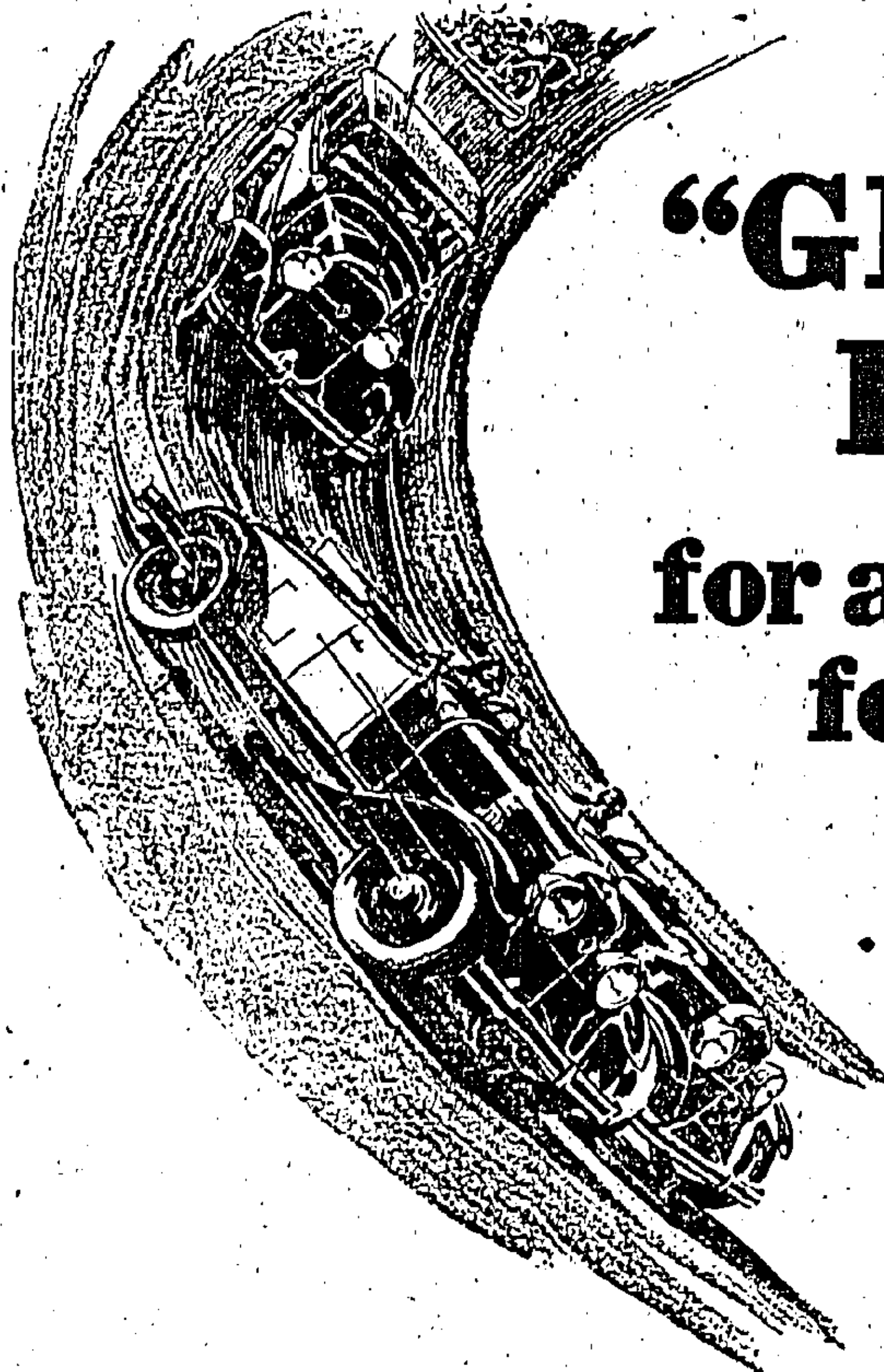
HAS 225 INVENTIONS.

The perfection of the Marmon high frequency oscillating modulator marked the completion of the 225th invention of Thomas J. Little, Jr., chief engineer of Marmon. The invention is said to eliminate torsional vibration from automobile engines.

CAVALRY OF THE FUTURE.



The picturesque cavalryman of tradition may soon be only a memory, as a result of tests with a motorized cavalry unit made by the U.S. army. A detachment of seven armoured cars, designed to replace the old-fashioned mounted troopers, completed a 2,000-mile overland trip from Maryland to Ft. Bliss, Texas, and drew enthusiastic comment from officers in charge. Above is one of the light scout cars, fitted with two one-pounders that can be used as anti-aircraft guns if necessary; below is a heavier model, equipped with .30 and .50 caliber machine guns.



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for all time!"

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Studebaker's Four New Lines.

[Studebaker builds four great lines of cars—The President Eight (10,000 miles in 26,326 minutes); The Commander (23,000 miles in 22,968 minutes); The Director (10,000 miles in 27,111 minutes); The Enkine (10,000 miles in 28,414 minutes); each is backed by Studebaker's 12-month guarantee.]

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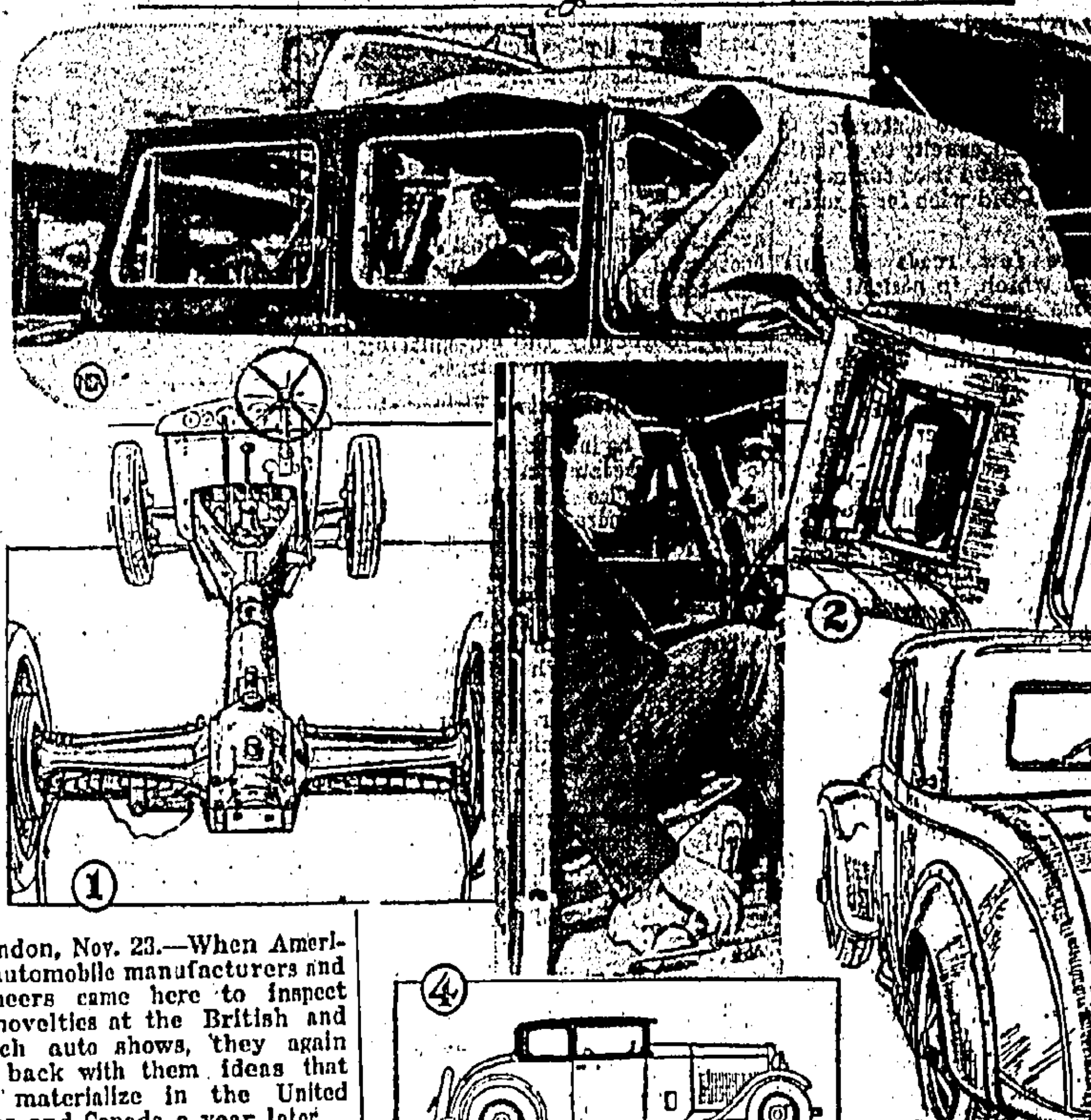


PERFECT CIRCLE PISTON RINGS

THE PERFECT CIRCLE CO., Ltd., Hongkong, Shanghai

EUROPE SHOWS NEW CAR FEATURES.
 May be Adopted by American Manufacturers.

[Special Report to the Hongkong Telegraph]



London, Nov. 23.—When American automobile manufacturers and engineers came here to inspect the novelties at the British and French auto shows, they again took back with them ideas that may materialize in the United States and Canada a year later.

This seems to be nothing new in international practice, and the British and continental manufacturers are used to it. They have seen the four-wheel brake system, for instance, exported from their own countries to America. And they have pioneered in other ways that eventually found their popularity in America even more than in the land of their birth.

So again this year the Olympia auto show in London and at the Grand Palais in Paris reveals innovations that may eventually find their way to America. One of these is the self-changing gear box. This is so new, even here, that it is still offered as extra equipment at a cost of from \$175 to \$250 extra.

This mechanism enables the driver to shift his control lever to a higher gear even while the car is running in low. At the proper moment the actual shift is automatic, noiseless and smooth. The apparatus has been placed on the market only after two years of experimentation.

"Frameless" Auto.

Another innovation, perhaps still in the novelty class, is an automobile without a frame. Although this idea has been shown before, it is still a novelty in comparison with other ideas that have been more widely adopted.

Instead of the frame there is a single tubular backbone which contains the drive shaft and supports the entire body. The Austro-Daimler and the Tatra are two models showing this type of chassis in Paris.

Although it may take some time before anything like this will be seen in America, visiting American manufacturers looked favourably on what is called the valanceless body. The valance is that part of the frame between the running boards and bottom of the frame between the running boards and bottom of the doors.

In the valanceless body, the doors come all the way down to the running boards. This type of construction is especially suited to the real low cars that are being built here. They offset the appearance of diminutiveness that might seem objectionable.

New Ideas in Doors.

In connection with this type of body there is the wider door, in fact a door that is wide enough to make room for entrance in front

and rear of a four-seater. Extending down to the running board, such a wide door obliterates the thought of too squat an appearance, although it still conveys a speedy, stream-line effect.

American motorists may expect something new also in the form of a four-door body without centre pillars. In this case, the front door closes over the rear door and holds both shut. This affords a wider entrance, a longer appearance and a neater job.

With this reform in body design comes another much needed innovation, at least from the esthetic point of view. That is the elimination of the luggage carrier in back. Instead, bodies have been designed to flow backward, even behind the sedan, and make room for luggage just as is done in the case of the coupe.

In many cases, at least, the extra luggage box is designed to conform with the contour of the sedan in back and so form a pleasing unit.

Many Still on Trial.

Both the Olympia and the Paris shows have presented a profusion of new ideas in automobile design and engineering, many of which are still more or less experimental. To enumerate some of these, there are the "sunshine" top, which rolls back at the twist of a lever beside the driver; side valves; overhead camshafts; front drive construction with supercharger; separate wheel suspension; one-shot chassis lubrication; double spring suspension; narrow frame and wide body; sloping windshield and lower frames.

Despite the popularity of the steel body in America, the fabric body seems to have a greater demand in England and the continent. However, as a sop to the steel body maker, one manufacturer here has developed a fabric that is hard to detect from steel when finished on a body.

A large number of new sixes and eights have come in this year,

FRENCH COMBINE.

Price-cut Scheme.

The Motoring Correspondent of the Daily Telegraph writes: Following the example of the merging of interest by American motor-manufacturers, a number of important French car-makers arranged to co-operate in production and manufacture. The group, which at present produces 65,000 cars a year—about one-third of the total French output—includes the following firms:

Societe des Automobiles Donnet.
 Messrs. Chenard-Walcker.
 Messrs. Delahaye.
 Messrs. Rozengart (manufacturers of the Austin "Seven" in France).

In addition to the above, two or three other firms of repute are about to join the combination.

The object of the group is to cut competition one with the other; to reduce the number of models produced; for each factory to concentrate on one particular type of vehicle; to manufacture parts for each other, and to pool the purchases of material.

Comprehensive Range.

The group will control a range of models from the low-priced small car upwards, including commercial vehicles and tractors. It is intended to have an intensive sales policy for the marketing of products in England and the Dominions, and the group will be in a position to meet price competition from British and American manufacturers.

Mr. Louis Carle and Mr. H. Boswell-Reid, both well known in the trade, have been appointed to represent the group in Great Britain.

SENSATIONAL RACE.
 One Killed, Three Hurt.

REMARKABLE ESCAPES.

One of the most sensational motor races in history took place on the Rockingham Speedway at Salem, New Hampshire, recently. The race was a 200-mile event and practically all the crack drivers of America were participating. From the outset the race was terrific and the first sensation came only a few minutes after the start. Fred Comer, one of the oldest and most experienced board track drivers, at the wheel of a Miller front-wheel-drive car, crashed in taking one of the bends, the cause of the accident being the bursting of a rear tyre. The car turned over three times in its mad career and finally came to rest with the wheels pointing sky-ward and Comer, who was underneath, died almost instantly.

A few minutes later, when there was a hot battle for the lead, Glasen, who headed the field struck the iron guard rail round the track, the car leaping several feet into the air and being thrown to the bottom of the banking. Glasen was shot out and the driver rolled down the track together. He was taken to the hospital suffering from a broken ankle and a sprained wrist.

Ray Keech, the world's record holder, was just behind and in trying to clear Glasen and his car, went clean off the boards across 10 ft. of dirt on the inside and came to rest astride the steel rail which is placed at the side of the track for protection. He showed rare judgment and by the time the car came to rest he was not seriously injured. Directly behind Keech was Bob McDonough. He struck Keech's car, but managed to keep the right side up and drove on to the sand at the edge of the track and pulled up safely. Moore, who was second in this year's Indianapolis race, was right on the heels of McDonough and he struck into Keech. The car turned over, throwing Moore on to the track and eventually righting itself in the dirt.

At the 58th mile Dave Evans, piloting a rear-wheel drive Miller, got caught in an air pocket; the car immediately got out of control and dived for the steel guard rail which it hit with such force that the front wheel and axle were torn completely away. At one time was a cowboy in Texas, dived from his car and rolled barrel-like halfway down the stretch with his car but 10 ft. away. It was a rolling race between the man and the machine

MR. FORD'S LATEST.
 A "Car-war" in Great Britain.

POWERFUL CHALLENGE.

The floating by Mr. Henry Ford of a British company with a capital of seven million pounds is an event of some importance in British industrial history, declares the New Statesman. It evidently means the really serious entry of the Ford concern into the British market, from which it has been partly driven of late years by the McKenna duties and the growth of the British production of cheap cars. Mr. Ford's Irish factory at Cork, it is stated, is to be used entirely for the production of Fordson lorries and tractors, the existing Manchester plant is to be in the main an assembling and distributing centre for the North of England, while the big new factory that is to be built at Dagenham on the Thames will turn out mass-produced cars for the British and other markets. The new Ford is, of course, from the standpoint of the British car user, a different affair from the old; and it may be that Mr. Ford has in mind further adaptations of his product to British conditions. His entry into the market will hardly be effective on the proposed scale for some time yet; but it clearly represents a very powerful challenge to the British mass-producers who have imitated and adapted his methods. Apart from its influence on the motor industry in England, it probably means a further accentuation of the road problem; for a car-war in Great Britain will almost certainly lead to a speeding-up of production all round, and a still more rapid increase in the number of vehicles on the roads. It has sometimes been suggested that the demand for motor-cars in England is not far off saturation point. Mr. Ford evidently does not think so.

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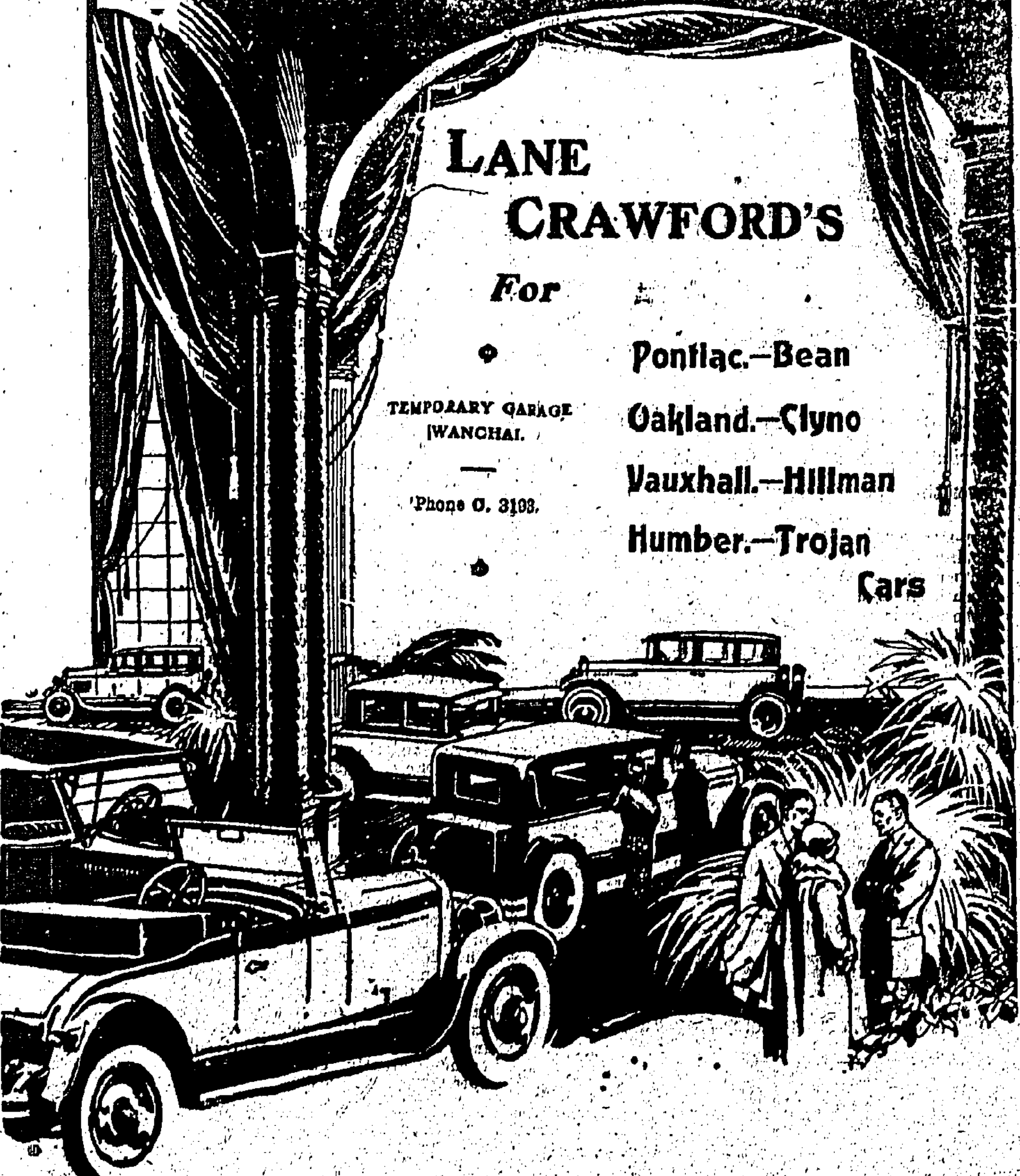
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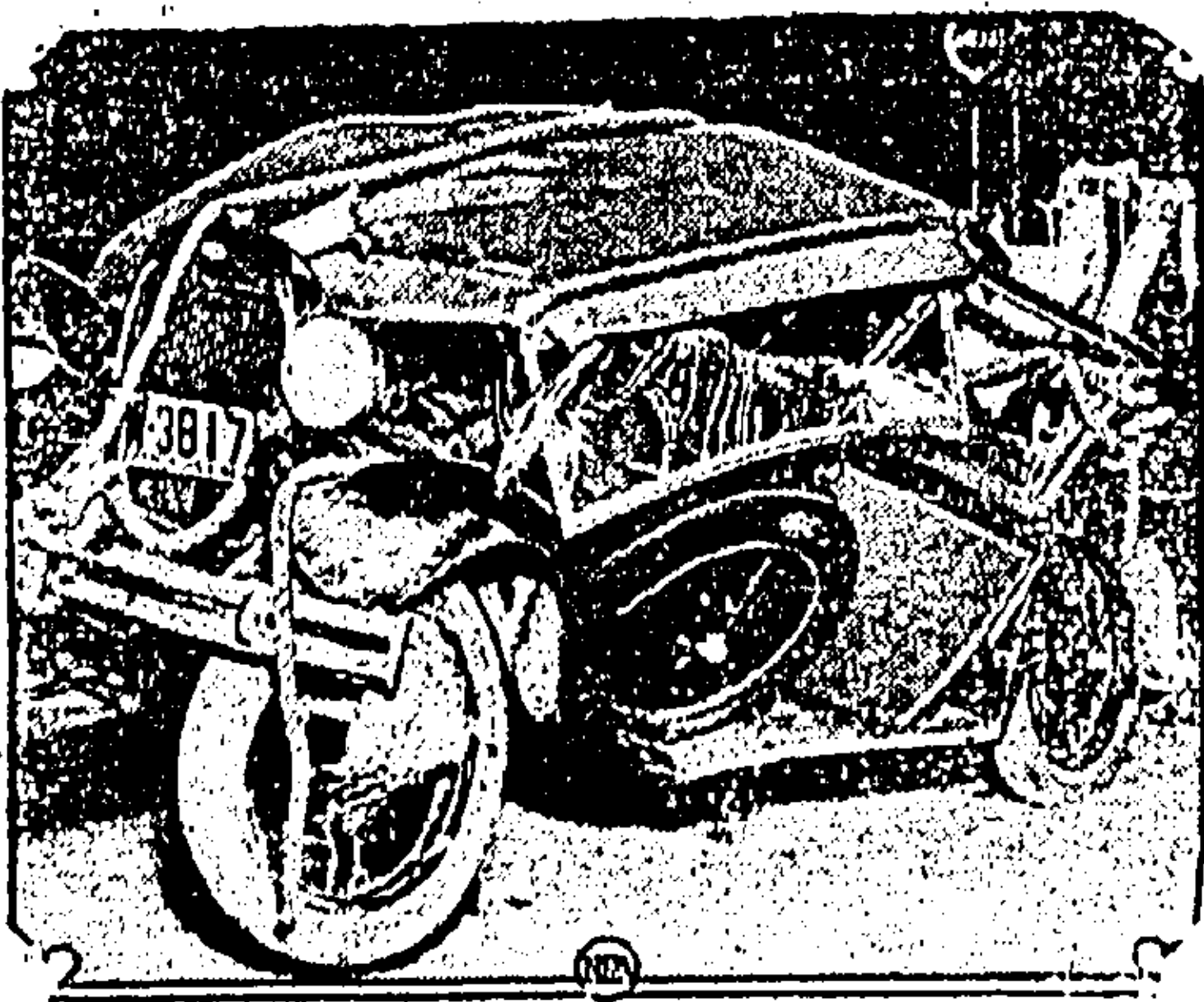
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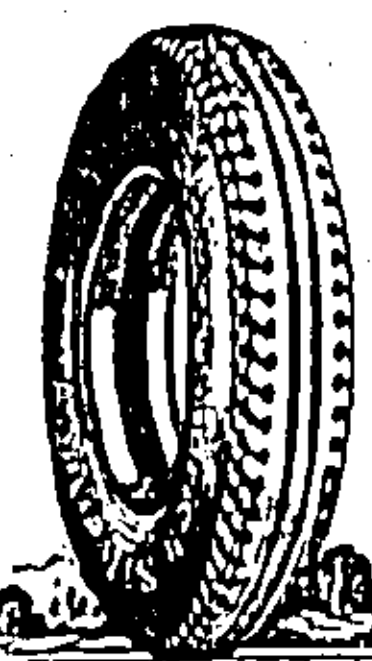
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AFTER AN AIRPLANE CRASHED.



Railroad crossings are bad enough, but look out when you get in the way of an airplane. Here's what might happen. It happened to the driver of a brand new auto at Hoover Field, Washington, D.C., when the airplane pilot misjudged his landing distance and crashed into the parked car. Two persons in the car were injured.



Mileage Headquarters right this way!

Goodrich Silvertowns

"Best in the long run"

We do business on the oldest rule of success—the rule of giving our customers the most for their money.

The most mileage from your new tires—because we have chosen, from our experience, the tires we know deliver the most.

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All sorts of Automotive Accessories also in stock.

LESS SQUEAKS.

Quiet Bodies Wanted.

EFFECT OF SPEED.

No matter how good the performance of a car may be, if it is accompanied by a series of squeaks, rattles and groans from the body the owner will take no pleasure or pride in the vehicle. Manufacturers have realized this completely, but to produce really quiet bodies has presented more problems than many have been able to solve. In fact, the day is still far distant when absolute noiselessness of the body will be maintained indefinitely in spite of travel at all kinds of speed over all kinds of roads.

Though we are far from perfection, rapid strides are being made in that direction and the proud owner of a 1928 or 1929 car can be certain that he will be able to count on more quiet miles from the body than was likely or even possible with a 1926 model.

There are two good reasons for this advance in body construction. They are, first, better construction; second, heavier materials. Just to make a quick comparison, take the fenders of one of the cars coming through now and compare them with those of a car of two years ago, of the same price class. Almost invariably you will see that the car of to-day has a heavier gauge material in the fenders and that the die work is better.

Much Less Thinness.

This improvement is not confined to the fenders. The body sheet-work is heavier, in the small cars particularly. Cars in the lower price classes are using materials that formerly were only thought of in connexion with cars selling around the \$2,000 mark. The result is that there is not so much "thinness" in the bodies.

Parts are being made from pressed steel to-day that formerly were made of wood. It is possible to make these parts of pressed steel because of the quantities being produced. The cost of dies is so high that it is not possible to use many pressed steel parts unless the volume of production is high enough to justify purchase of the dies. The art of die making also has advanced to a degree where it is possible to take a sheet of steel and do things with it that would have seemed unbelievable even to the best of pressed steel men ten years ago.

By forming the sheet metal into box and other sections, it is given a strength and rigidity far beyond that of wood, while the lightness and durability are greater than the wood construction formerly used. Perhaps the greater gain for the manufacturer is the absolute uniformity of the pieces turned out on these dies. Every part is interchangeable with every other from the same die.

Very closely allied to the stamping made from sheet metal is the forging made from the bar stock. Here, again, the art has advanced tremendously in the last few years. The result is that we find a greater number of forgings used in place of castings, with another gain in lightness and strength. The bracing of the body has kept pace with the great increase in strength in the bracketing of the chassis. No one would have thought of bracing a sedan over the road ten years ago as we do to-day and still hope to have a quiet body at the end of 500 miles of travel.

Great Speed Requirements. To-day cars are operated at speeds far in excess of those of a few years ago. Long sustained runs at 50 miles an hour through the unpopulated sections of the country are common even with cars of the lowest price class. The cars are designed to stand it, not only as regards the engine and the chassis but also the body. When it is remembered that the stresses on a body go up with the square of the speed, every time a bump on the road is struck at 50 miles an hour, instead of being compared as five to three with a bump struck at 30 miles an hour, the ratio is 25 to nine. In other words the stress on the body is nearly three times as great.

All of the improvement in body silence is not confined to the body alone, but some of the credit must go to the more rigid chassis construction used. Where we formerly believed in having a fair amount of flexibility in the chassis, to-day there is very little. There are twice as many cross-members used in the chassis and the bracketing and gusseting of the cross-members is very much more sturdy. The result of this is that fewer stresses are passed on to the body. The chassis absorbs them.

U. S. RECORD RUN.

13,000 Miles in 21 Days.

CHRYSLER USED.

A model long distance automobile record and a remarkable exhibition of motor car stamina and durability were completed when Mr. Albert O. Bush and his relief driver and mechanic, Theodore March, recently returned to Canton, Ohio, 21 days after they had left it in a 1924 Chrysler "70" touring car for a drive "Round the Rim" of the United States.

In the three weeks of their absence their itinerary had taken them through every boundary state of the Union and along the Atlantic, Gulf and Pacific coast lines. They added 13,466 miles to the 50,000 already registered on their car's speedometer, making an average of 636 miles a day. The actual elapsed time for the trip was 21 days, 4 hrs. 6 min.

Their daily telegraphic reports show that from the time they left Canton they headed east, and all the way down the Atlantic coast, they ran into a succession of furious rainstorms, which in New Hampshire reached the proportions of a cloudburst. Detours through miles of mud, often hub-deep, dragged down their average running time, and wash-outs entailed long delays until streams could be forded or crossed by improvised bridges.

But troubles encountered along the Atlantic shoreline seemed in the drivers' memories like mere joyriding when the Gulf states were reached and the adventurers ran into the swirling waters of the Mississippi floods. Between Jacksonville and New Orleans they were compelled to detour no less than 1,100 miles by way of Memphis and to go down the west bank of the river in search of the least affected section of the submerged area. At one point in this part of the trip the Chrysler "70" was running continuously in two feet of water for a distance of 22 miles.

Fine weather and good roads in California and Oregon gave the drivers a chance to bring up their daily average and they took full advantage of the improvement. But in the high lands of Washington winter snows still remained to hamper them and through Montana and Minnesota they found themselves once more in the thick of bad weather and renewed their earlier struggles with mud and impassable roadways. The rivers of Montana were flooded almost as much as in the south.

The "Round the Rim" record is the second notable Chrysler long distance feat in the United States this summer. It followed closely upon the Coast-to-Coast and back again dash of Louis B. Miller, who drove a Chrysler Imperial "80" from San Francisco to Los Angeles by way of New York in one minute less than a week.



A NEW automobile wheel recently perfected in England has no hub. It is attached to the axle of a car by means of eyelets fitted onto the spokes of a wire wheel, and through a threaded hole in the centre of the front row of spokes.

FILUB: What caused that collision to-day?
Dub: Two motorists after the same pedestrian.

THE "cash in hand" value of the nine largest automobile companies, excluding Ford, for this year is \$361,000,000, an increase of \$45,000,000 over last year. This is surprising, since 1927 has been marked by a slight decline in business.

SCIENTISTS meeting in Paris recently predicted that within a short time man will be travelling 750 miles an hour. They point to the marked increase in auto speed records between 1921, when it was 107 miles an hour, to 1923, when a new record of nearly 215 miles an hour was set.

SINCE 1918 when the federal aid highway system was started, the government has spent, as its share, nearly \$613,994,000 in the construction of this system.

TWENTY-THREE of the United States cities with populations of 100,000 or more have had less accidents during September this year than during the same month last year, according to the National Automobile Chamber of Commerce.

MOTORIST: I'm sorry I ran over your hen. Would a dollar make it right?
Farmer: Well, better make it two. I have a rooster that was mighty fond of that hen, and the shock might kill him, too.

THIRTY-TWO per cent. of pedestrian fatalities in traffic accidents throughout the United States last year were listed as caused by children playing in streets or disobeying traffic regulations.

HUDSON TUNNEL TRAFFIC.

Duplication Probable.

New York, Nov. 28th.—One year's operation of the Holland Tunnel under the Hudson river here has not only proven its value for the relief of traffic between New Jersey but has indicated the likelihood that another tunnel might have to be built to take care of the increased traffic.

Although the New York and New Jersey state legislatures have given the tunnel commission 20 years to make up the original cost of the tunnel, the authorities in charge believe they will meet this demand within half that time.

These are the outstanding prospects for the Holland tunnel, the first great underwater vehicle tunnel in America, as viewed from the returns made in its first year of operation.

The tunnel was built at a cost of \$48,000,000, for the payment of which a toll is being taken of all vehicles passing through it. Its first year of operation having just been completed, the authorities find that it has met its annual payment almost up to the last cent.

Nearly \$5,000,000 Income.

This payment, according to the 20-year estimate, should be \$4,500,000. The first year's operation has brought in \$4,700,000 in tolls and other charges from the 8,500,000 vehicles that passed through it.

But, say authorities, that is only the first year. Gradually increasing traffic with correspondingly increased revenue is expected from year to year.

This is expected to result from the natural increase of population in New York and New Jersey, from increased use of buses and trucks, from growing industries especially on the New Jersey side, and particularly from an expected tendency on the part of railroads to unload their freight in Jersey City to be carted to New York by tunnel.

So great may this commercial traffic become that the present tunnel may eventually be limited to commercial trucking only, with a new tunnel alongside taking care of passenger cars. More than 5,000 trucks and 600 buses pass through the tunnel daily, while an average of 25,000 vehicles has been maintained through the year.

Handles Heavier Traffic.

The estimated capacity of the tunnel is 44,000 vehicles a day. This estimate has been surpassed several times during the year, especially on the opening day when 52,000 vehicles went through, mostly for the novelty of it. On many Sundays, especially during the touring season, the traffic cannot far short of this high mark and well above the estimated capacity.

Yet no trouble has been experienced in the tunnel despite the greater traffic. The ventilation is such that it can easily be fitted to take care of the larger number of cars and the increased exhaust fumes, without raising the carbon monoxide content above the safety mark of two in 10,000 of fresh air.

The only difficulties encountered in the operation of the tunnel have been of a minor nature. Most of them have been traffic violations, such as winding from one lane to another. There have been about 100 minor fires in the tunnel, due mostly to overheated brakes. These have been quenched quickly by the efficient fire system maintained by the police force assigned to the tunnel.

Pay High for Gas.

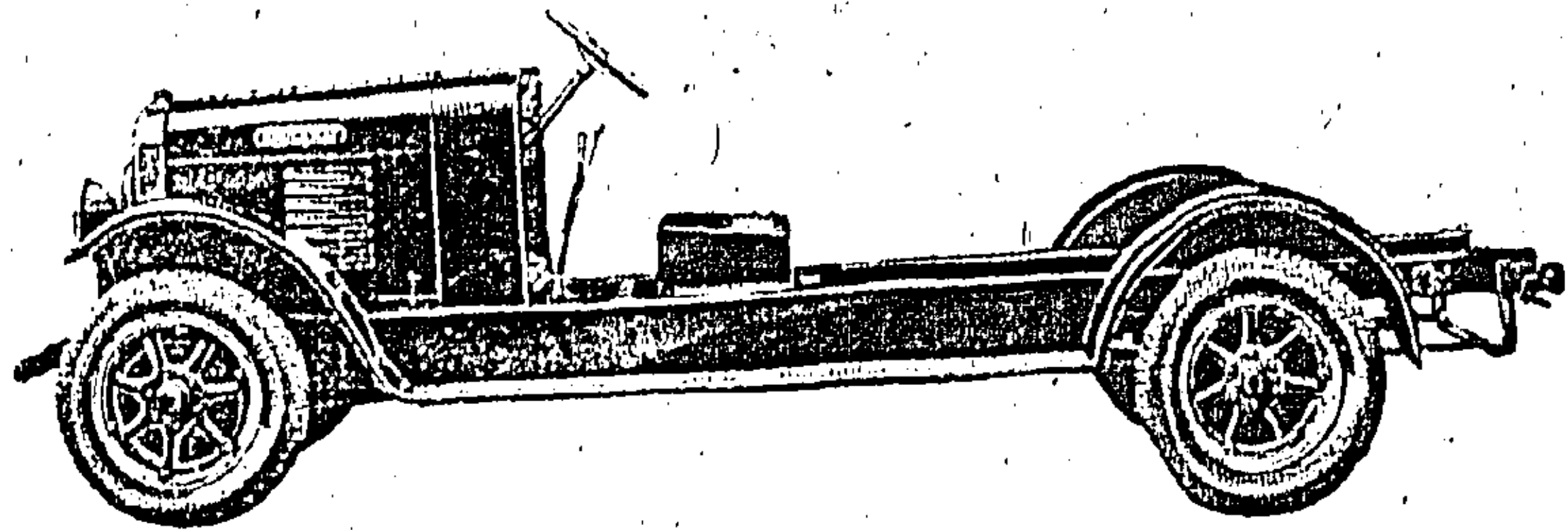
And there have been quite a few stalled cars holding up traffic for only a short time. These motorists that stalled because of lack of gasoline have had to pay \$1 a gallon for the fuel brought them by the tunnel by the small tractor maintained for this purpose.

In all the time motorists have travelled through the tunnel, despite the heavy traffic on Sundays, not one person has reported any ill effect from the exhaust gases within. This is due to the efficient ventilation system in the tunnel.

A 72-mile gale is forced through a large vent below the pavement by powerful fans at either end. At frequent intervals this gale rushes upward through side openings into the tunnel and is drawn out again toward the top. Thus there is no longitudinal draught, while the motor exhaust is drawn upward and out by the shortest possible route.

The result is a change of fresh air every minute and a half and no discomfort to the persons within. Between 25,000,000 and 30,000,000 persons have thus passed through the tunnel safely.

Brockway Trucks



Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—A Modern Truck of Advanced Design—Superior in Performance.

BROCKWAY MODEL JF fills the demand for a light duty six cylinder truck that will operate at the lowest possible expense for the longest period of time.

New, exclusive BROCKWAY designing and construction affords driver comforts that cannot be equalled. The Model JF offers a new assurance of ease and safety—low centre of gravity provides extra tire mileage, minimizes strains and road shock, and simplifies loading and unloading operations. Valve-in-head motor, designed strictly for truck use, furnishes smooth, vibrationless power at all speeds.

Economy of operation, long life and continuous service are outstanding features of this Brockway model—a quality truck, thoroughly tested, with specialized truck engineering throughout. All the manufacturing experience and all the success that Brockway has gained during its twenty years of exclusive motor truck building are embodied in this Model JF.

This new model offers Power, Speed and Endurance unequalled in its class. Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

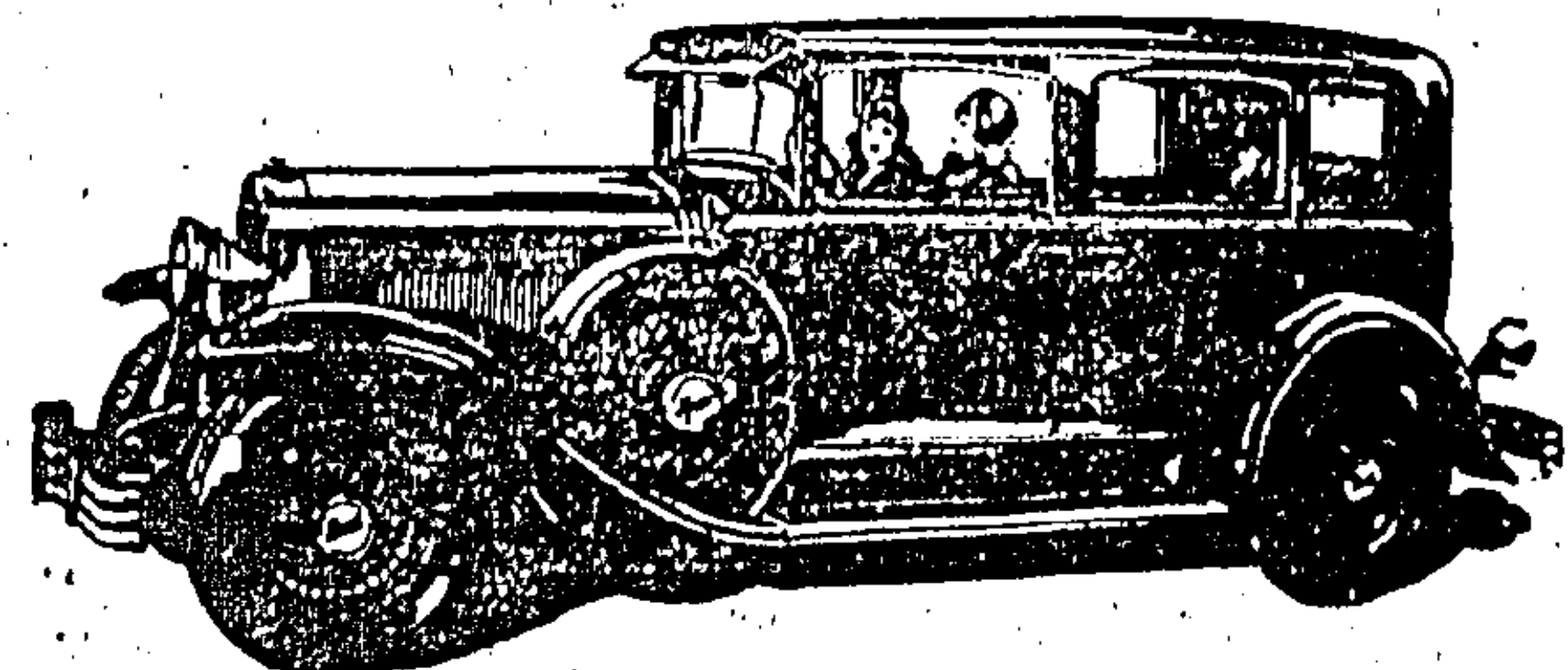
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The new Buick is the new Style



Men and women on every street--
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Never before in the history of motor car manufacture have the motorists of America welcomed any new automobile as they are welcoming the Silver Anniversary Buick with new Masterpiece Bodies by Fisher!

Sweeping into the market at a time when motor car lines were practically standardized—when imitation was destroying individuality—these epic Buick creations introduced an entirely new mode—

A mode of body-symmetry—of size and magnificence—of soft contours instead of straight lines—of embossed side and hood

panels involving the most costly steel paneling work employed on any car in the world!

And as the weeks have passed—and the full significance of Buick's achievement has become apparent to the public—enthusiasm for this car has swelled and grown to unprecedented proportions!

Buick sales records have been broken! Production schedules have been increased again and again! The great Buick plants are working to the limit of their capacity to supply the demand.

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WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

FUEL FROM FISH.

Experiments Being Conducted.

M.P.G. PER HADDOCK!

A time in the near future when the motorist may talk of his car's "fish-power," and boast of the

miles he gets to the haddock or herring, was forecast by experts at the World Fuel Conference in the Imperial Institute, South Kensington.

Successful experiments are now in progress for the production of motor spirit from fish which is valueless as food. Results so far have been excellent. Spirit suitable for the modern motor-car

engine can be extracted from waste fish by a special process, and research is being continued.

Excellent motor spirit is also being made from vegetables, wood, tar, and shale.

Another interesting fact which emerged from the highly technical debates concerned the development of new types of motor engines.

Russia has express railway engines working between Moscow and Baku driven by Diesel type motor engines with heavy oil as the fuel. The engines develop up to 1,200 horse-power.

Working Costs.

The present tests are insufficient to provide a complete comparison with a steam locomotive of similar power. The working costs of a Diesel railway engine are, however, only 70 per cent. of those of an equivalent steam engine.

British railways are alive to the possible development of the Diesel locomotive, and it was stated that the London Midland and Scottish Company are carrying out trials with a 600 horse-power locomotive of this type.

Better organization for the British coal industry was demanded by Lord Aberconway, who presided at one of the sections of the conference.

"Here in England," said Lord Aberconway, "we have no organization in the coal industry. In Germany, the home of organization, we find the coal trade in a position of comparative security, with the regulation of output and prices, and with associations able to deal with mineowners and coal producers."

"We have nothing of the kind here although we are the oldest coal producing country in the world."

A resolution demanding an agreement among the nations for an exact classification of the grades of coal was passed in a proposal from Sweden.

Dr. Margaret Fishenden, of the Fuel Research Board, who is the only woman delegate to the World Power Conference, read a highly interesting paper to the men experts on the comparative values of what she calls "social fuel"—gas, electricity, and coal for domestic purposes.

This young woman scientist is small and pretty, with short brown hair and a quick, vivacious manner.

Wasteful Methods.

"What we are aiming at," she said, "is to place domestic heating on a scientific basis. At present the methods of heating our homes are wasteful, as well as smoke-producing. We want methods that will give greater efficiency at less cost. That means experiment, because it is not always easy to replace coal by other mediums without increasing the cost."

An inquiry is shortly to be set up into possible outlets for the use of surplus coke gas in industrial areas.

"The inquiry will begin as soon as the men necessary to conduct it have been found," stated an official of the Board of Trade. "The National Fuel and Power Committee recommended such an inquiry in its report, and it is upon this recommendation that we are acting. It will be necessary to have the co-operation of the coal, gas, iron and steel industries. They can supply the men with the necessary experience to conduct the inquiry."

"The inquiry will be probably made in two areas, between Leeds and Birmingham. It should do much towards making a more efficient and progressive gas industry."

NEW FORD.

Shatter-proof Glass Included.

PROOFS OF VALUE.

Incidents in which the Triplex shatter-proof windshield glass, adopted by the Ford Model A as standard equipment, has saved occupants of the car from serious injury are by no means rare.

As Charles Klingner of Milwaukee was driving his Ford Model A Tudor along the highway near Menominee Falls, Wisconsin, he met another and larger car speeding in the opposite direction. The other car picked up a piece of heavy cord wood and threw it into the air against the windshield of Mr. Klingner's car. The chunk was approximately ten inches in diameter and fourteen inches long. Despite the terrific force of the missile no glass was splattered and no one was injured, owing to the triplex windshield which acted as a protection to the driver of the Model A car.

Frederick Sheriff, Junior, of Battle Creek, Michigan, while driving in a Model A sport coupe to the country home of his parents, was crowded off the road by a heavier car. His young sister was with him at the time. Their car rolled over twice but neither boy nor girl was injured. The triplex glass in the windshield was cracked in various directions, but did not break or fly. The Evening News of Battle Creek said, in its description of the accident, "The fact that the brother and sister escaped without a scratch was attributed to the character of the glass."

No Glass Splinters.

As Thomas C. Martin, of Detroit, Michigan, was driving his Model A

their performance will be watched with the very greatest interest particularly in relation to the achievements of the "Graf Zeppelin" on her recent Atlantic flights. Of the two new vessels R 101 is possibly the more interesting in view of the type of engines employed. These Beardmore Turbodies engines use crude oil and thus danger from fire is very considerably reduced while, in addition, the price of the fuel is very low.

At Berlin.

British exhibitors at the Berlin Aero Show were few but had reason to be pleased with the interest aroused by their exhibits. Undoubtedly the representation was affected by the preparations for the London show in July next and was mainly confined to certain types of light aeroplanes, which have become world-renowned, and an exhibit of aero engines.

The new F type Rolls-Royce engine attracted an immense amount of attention at Berlin. Probably this is the smallest power unit in

Ford car on a street in that city recently, a railroad crossing gateman lowered the gates directly across his path. A fifteen-pound weight suspended from the gate, to balance it, dropped completely through Martin's windshield, barely missing him. The hole made by the weight was clean-cut. There were no glass splinters. Martin feels that he owes his life to the triplex construction of the glass. Ordinary plate glass might have shattered and perhaps disfigured him for life.

Leland B. Groezinger, of San Francisco, left Boston, Massachusetts, in a new Model A business coupe purchased from the Harvard Auto Company in Cambridge. He drove the new car through to San Francisco from Boston via Niagara Falls, Ontario; Detroit, St. Louis, then over the National Old Trails to Los Angeles and up the Pacific Coast highway to San Francisco in about 12 driving days with a two-day stop at the Grand Canyon of the Colorado.

He reports that the car performed wonderfully well. In Colorado a rock as large as a hen's egg crashed down into his windshield, cracking the glass but not splintering it. He states that had the windshield been of ordinary glass he would have been seriously injured if not killed, as the rock came at him directly from the left-hand side of the road, striking in front of the steering wheel.

THE CONQUEST OF THE AIR.

[Special Report to the Hongkong Telegraph.]

(By a British Correspondent.)

London is to have an International Aero Exhibition at Olympia next July for a fortnight from the 16th to the 27th, under the auspices of the Society of British Aircraft Constructors. The last exhibition of the kind held in Great Britain was as long ago as 1920, so that the forthcoming show will afford visitors an opportunity of witnessing the tremendous progress in design and construction which has been made in aircraft and engines alike since then. It is particularly satisfactory that this date has been selected, as it will enable visitors to the exhibition to see also that unrivalled spectacle, the Royal Air Force Display, at Hendon, where the latest products of British aircraft manufacturers can be viewed in their element.

For other reasons 1929 is likely to be of particular significance as the race for the Schneider Trophy will be held in the Solent. The date has not yet been decided upon but, at the present moment, it appears likely to be in the autumn. Then again the two great British dirigibles will be launched and

frontal area in existence to-day in relation to its horse-power and in addition it possesses a number of valuable features. Its weight is 865 lb. and it develops 450 h.p. with a cubic capacity of 1,230. Its power, size and weight have resulted in greatly improved performance of the aircraft in which it has been installed.

The Armstrong Siddeley range included the 425-450 h.p. Jaguar of 14 cylinders arranged in two banks of seven. This engine is now fitted with a supercharger. The blower is placed between the carburettor and the engine, so that the full benefit is gained from the mixing effect of the fan and any necessity for balancing the pressure between the fuel tanks and the carburettor is eliminated.

A geared type of Jaguar, as used on the new Argosy air liners of Imperial Airways, was also shown. This results in higher engine revolutions to secure better performance while giving lower propeller speed and the additional weight to the engine is only 60 lb.

the fleet of Handley Page Rolls-Royce air liners, the "Prince Henry," on the Imperial Airways cross-channel services. This machine has flown 500,000 miles and has been in constant service, except for periodical overhauls, for more than four and a half years.

The "Argosy" air liners operating on the "Silver Wing" service between London and Paris are well known to travellers on that route. Equipped with three Jaguar engines they carry 20 passengers and a crew of three. Imperial Airways, however, have ordered a fleet of Armstrong Siddeley air liners which will be even superior. They are intended for use on the Continental and London to India air routes next spring, and will be able to fly with their full load of passengers for 600 miles non-stop at 100 m.p.h. A feature of the passenger accommodation of these new machines will be the employment of a sound-proof material for lining the walls.

A Rapid Long Distance Tour. The recent six-weeks' tour carried out by Sir Philip Sassoon, Under-



Squadron Leader Scott (Pilot) Air Commander Longmore and Sir Philip Sassoon ready in the launch for the great flight to Malta, Middle East, Iraq and India.

The Lynx engine is of particular interest if only by reason of its wide adoption in Canada, Australia, India and Holland. On the new air service from the Dutch East Indies, for instance, three Armstrong Siddeley Lynx radial engines of 200-225 h.p. are employed on each Fokker machine. A top speed of 120 m.p.h. is obtained and a cruising speed of about 104 m.p.h.

A.V. Roe & Co., by the way, have entered into an arrangement with the makers of Fokker aircraft for the manufacture and sale in Britain and throughout most of the Empire, of triple-engine Avro machines similar in design and construction to the Fokker F 7a now being used on the Dutch East Indies line and also between Munich and Milan.

The share capital of A.V. Roe & Co. was, it may be remembered, recently acquired by the Armstrong Siddeley concern.

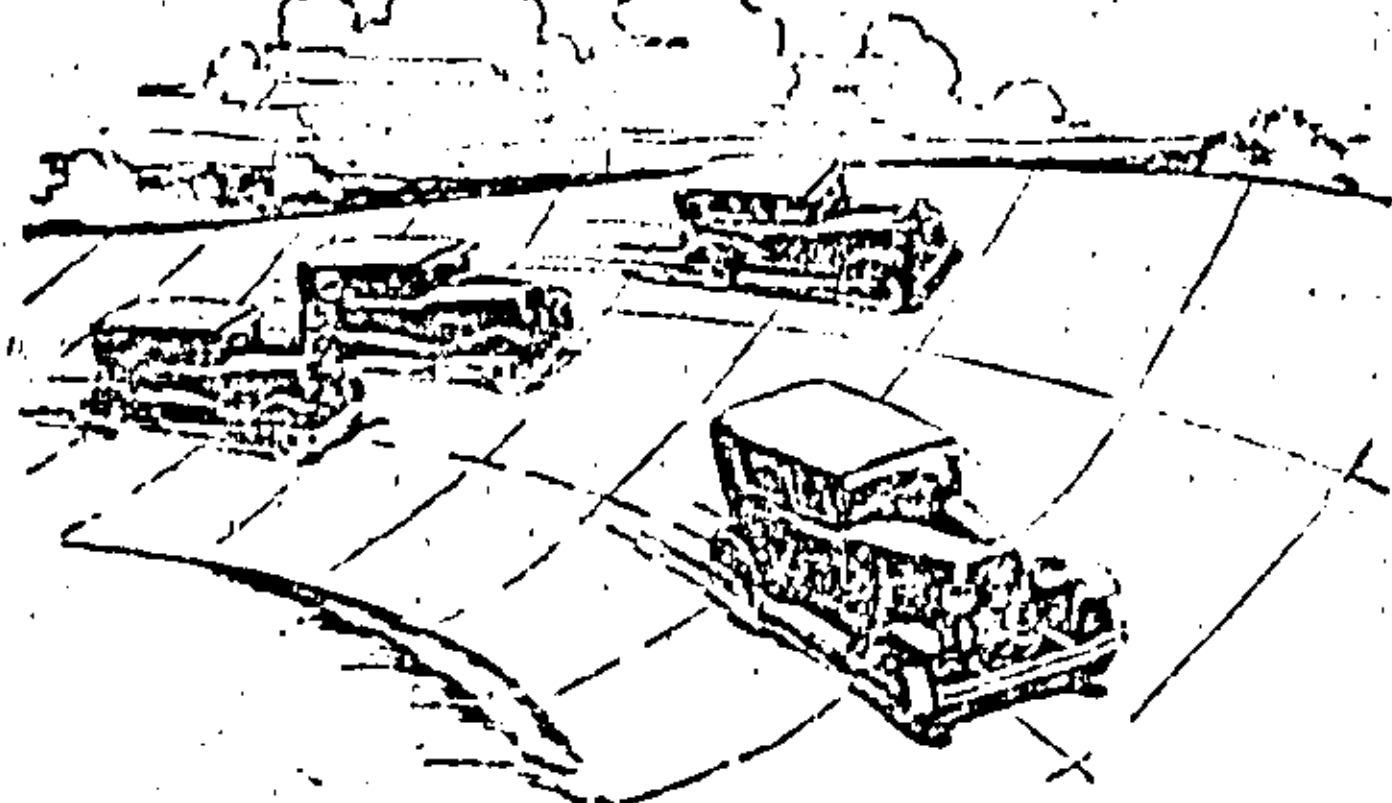
A Magnificent Performance.

What is held to be a world's record has been achieved by one of

Secretary of State for Air, has given still further proof of the tremendous possibilities of aircraft for flying visits. Using the Blackburn Iris II all-metal hull flying boat, which Sir Samuel Hoare employed as his flagship last year on his cruise to the Baltic, Sir Philip, in the course of the tour, travelled in the Iris and in land machines about 16,700 miles. During that time he visited over 20 R.A.F. stations on the Mediterranean, in Egypt, the Sudan, Iraq and India, besides finding time for a certain amount of sight-seeing. In his own words in the very interesting account of his tour in The Times Sir Philip said, "Breakfast beneath the Parthenon and tea under the shadow of the Pyramids is surely a day's programme to satisfy the most exacting of globe trotters."

The Iris II which is fitted with three Rolls-Royce Condor engines of 2,100 h.p. and weigh over 18 tons, although a pure service machine, was found to be thoroughly comfortable. Incidentally, three flying boats of this type are to be based on Basra in the near future.

THE SKY'S THE LIMIT AT THE PROVING GROUND



The sky is the limit at the great Proving Ground of General Motors, near Milford, Michigan.

Every phase of a car's performance is tested to the limit of its ability.

The new Oldsmobile went through 1,177,000 miles of testing at the Proving Ground before it was ever offered to the public—tests far more severe than any owner could ever give.

And thousands of Oldsmobile buyers throughout America have added further proof in the form of millions of miles of actual driving.

But don't accept even this proof as final. Come drive the Fine Car of Low Price yourself and make your own comparisons.

Roadster	M\$2,600.00
Touring	M\$2,600.00
Sedan (2-door)	M\$2,600.00
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THE FINE CAR OF LOW PRICE

SHORT SKIRTS BETTER.



LET US GIVE THANKS THAT THE HOBBLE SKIRT LEFT BEFORE THE RUMBLE SEAT CAME ALONG

First Fashion Notes for 1929

*Mary Pickford
Returns From France
With a Wardrobe
Forecasting
The Year's Styles
For the Movies*



Jenny Created
This Chiffon Gown
In Crushed Raspberry
Embroidered With
Shimmering Sequins
In a Deeper Shade

"It is an actress' duty to consider all details that contribute to public impression and a woman's duty to look her best. Therefore, shopping for clothes was a serious matter with me."

That is the way Mary Pickford sums up her shopping tour in Paris several months ago.

It sounds very simple to say that a woman went to Paris to buy some new gowns. But Miss Pickford's shopping tour was far from simple. It was actually a complicated affair.

"My first visit to a couturier was never to buy," she remarks. "It was merely to look over the new models. I inspected sports clothes in the mornings, and evening clothes and afternoon gowns after lunch. Very often I saw styles which appealed to me, but I wanted them of entirely different colour combination or of different material."

"I did no buying at all until I made my second round of the couturiers. Consequently it was on those second visits that the trouble started. Most of the mannequins in Paris are tall, making it necessary to scale down all of the gowns I selected. I won't have a gown altered in a few places to make it fit me. If it is too large, it is too large all over and every bit of it must be reduced, including the trimmings."

MARY has one great advantage whenever she goes shopping in Paris—the advantage of being famous. Because she is so well known the famous dressmakers make no attempt to sell her what she doesn't want, knowing that such efforts would only react to their disadvantage. She nearly always does the major portion of her buying in three shops—those of Patou, Madame Jenny and Lanvin.

Smaller accessories such as perfumes, handbags and other incidentals are purchased wherever and whenever they strike her fancy. And she always has her lingerie sent to her hotel so that she may make her selection in the privacy of her own room.

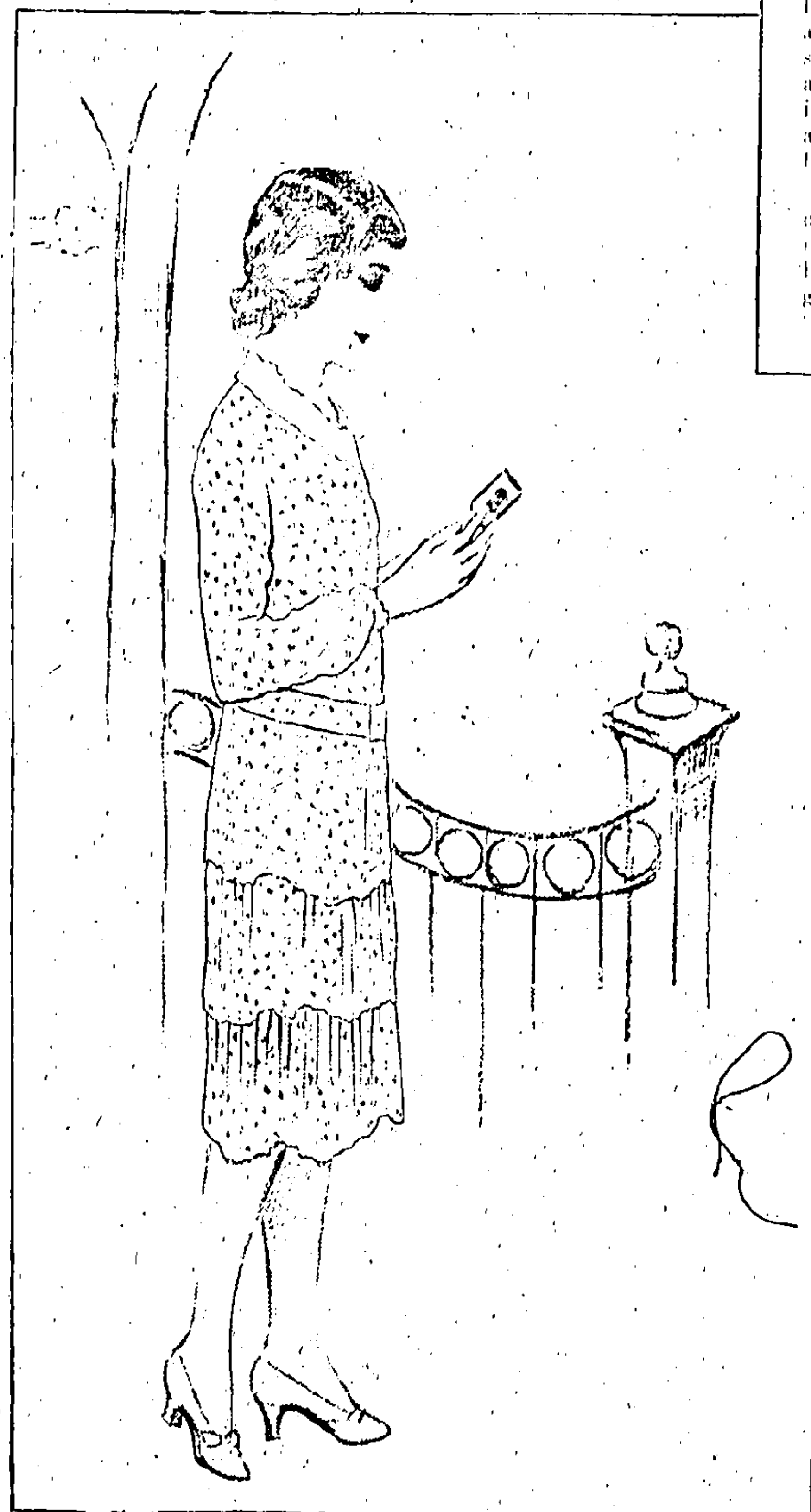
"It is very difficult for me to know when to stop buying when I am turned loose in the Paris shops. For that reason I made out a complete list of the gowns I wanted before I even started my shopping tour. I needed a certain number of sports costumes, afternoon frocks and dinner gowns and decided upon the number in advance. And I bought only one dress over my quota. That was an afternoon frock that was so attractive I decided to be extravagant to that extent."

"I found that for the most part my gowns had to be entirely different than the styles I had been accustomed to buying because of my bobbed hair. I actually was surprised at the vast difference bobbed hair made in my appearance. I had not noticed it until I got in those Paris shops."



An Outdoor Costume
Made by Patou
Has a Skirt and Coat
Of Wisteria Wool
And a Vest of
Beige-Crepe Satin

Quiet Elegance
Is the Note
Of This Jenny Gown
In White Chiffon
Adorned With
Beads of Crystal



Luxuriously Simple Is This Dress
Of Figured Chiffon in Three Shades
Of Blue and White . . . Patou Made It



For Lazy Hours Are These
Patou Rose Beige Pyjamas,
Lined and Faced With Satin



An Afternoon Ensemble
Of Rose-Colored Wool Crepe
With Blue Banding . . . From Patou

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THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.

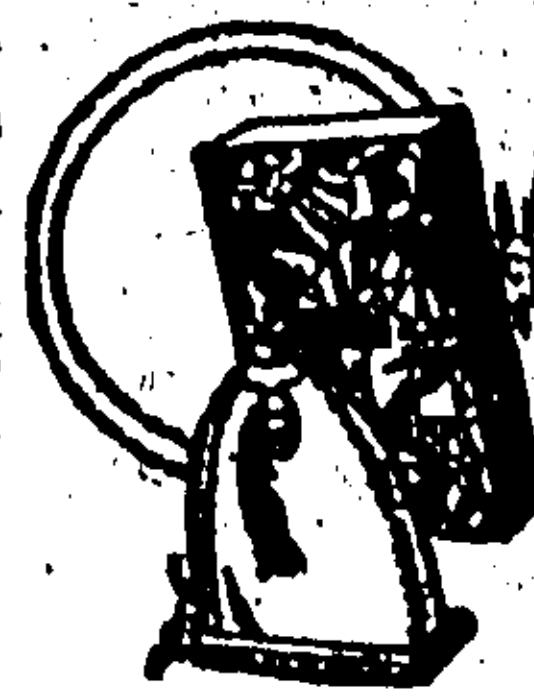
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Hongkong Telegraph

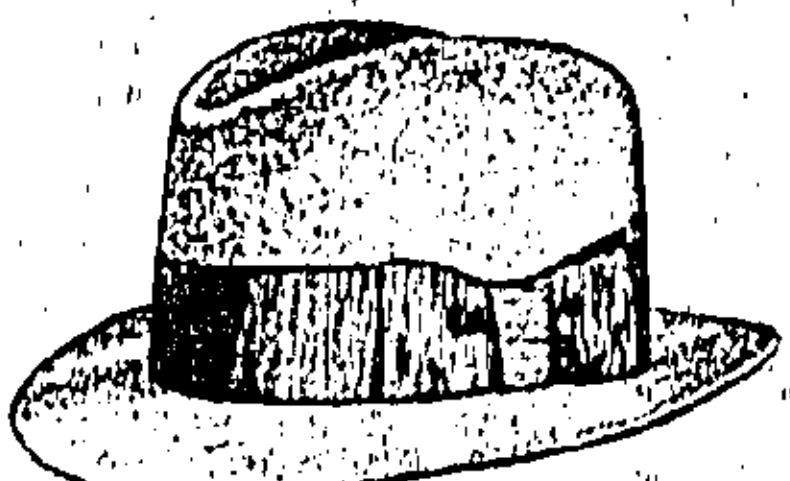
Pictorial Supplement

January 5th, 1929.

WE specialise in
world-famous
PERFUMES and
FACE POWDERS
and are now showing
a dainty and fresh
selection of COTY'S
FAMOUS TOILET
SPECIALITIES.



THE QUEEN'S DISPENSARY
22, DES VŒUX ROAD, CENTRAL. Tel. C. 492.



THE "SNAP." (Registered.)

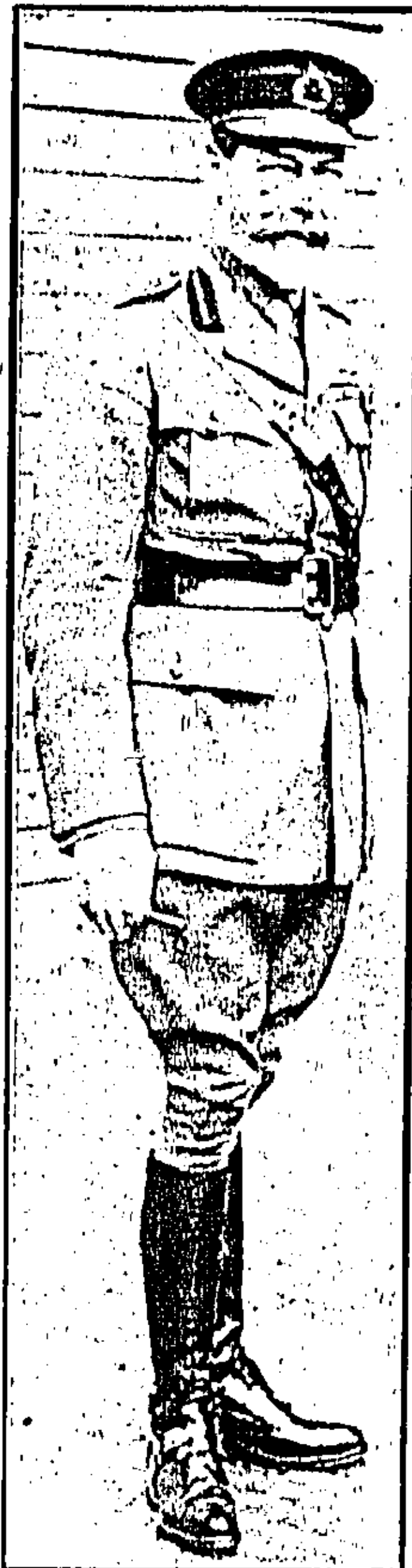
Made of superfine quality fur-felt, with an adaptable brim, this is the ideal hat for sports or general wear. Obtainable with bound or plain edge. In Buffs, Browns, and Greys.

\$15.00. \$13.50. \$22.50.

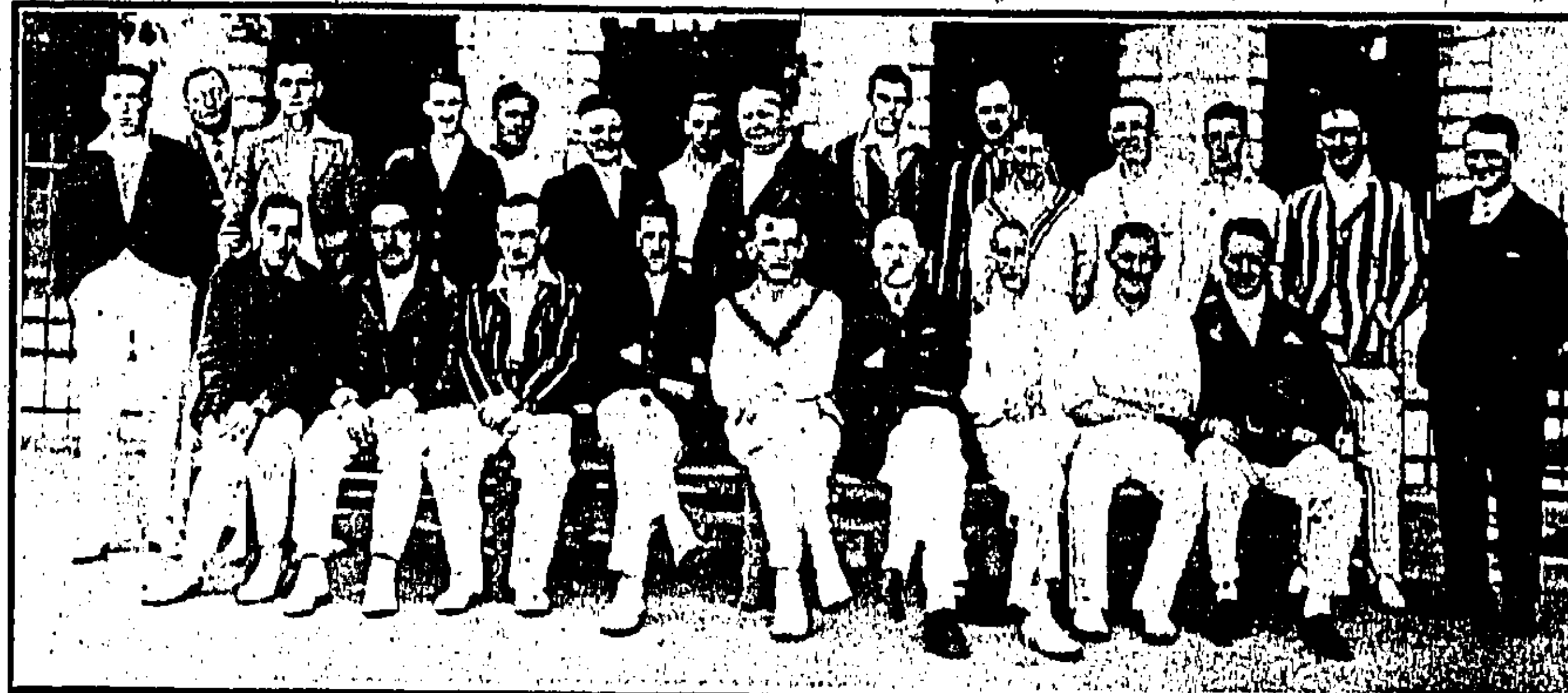
Less 10% discount for cash

Mackintosh's

MEN'S WEAR SPECIALISTS.



One of the most recent photographs of His Majesty the King.



The annual cricket match, Hongkong Cricket Club v. The Army, was played over the Christmas holidays, when the above photograph was taken. (Photo: Mee Cheung).



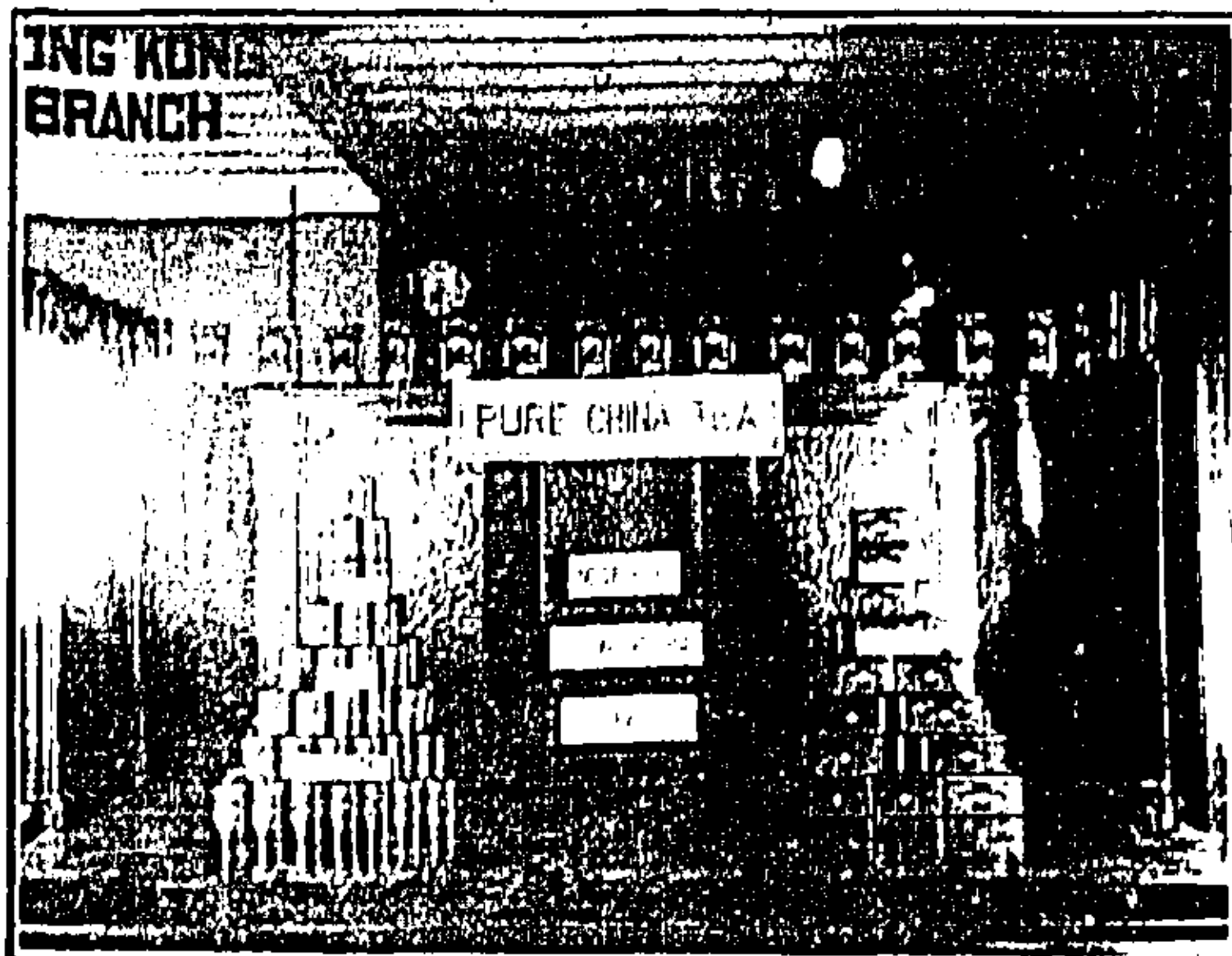
A fancy dress football match, Married v. Single, was played on the Kowloon Football Club ground on New Year's Day in aid of the funds of the M.C.L. Sir Cumberfence and Lady de Tong are seen surrounded by the players. (Photo: A Leung).



One of the most recent photographs of Her Majesty the Queen.

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A DELIGHTFULLY REFRESHING BEVERAGE.



—But there must be no doubt about the QUALITY.

YOU ARE ASSURED OF THE BEST OBTAINABLE when you buy from

THE CHINA TEA CO.

GROUND FLOOR. ... DAVID BUILDING.



British residents of Shameen entertained the men of H.M. West River Patrol in the Victoria Hotel, Shameen, during the Christmas season.

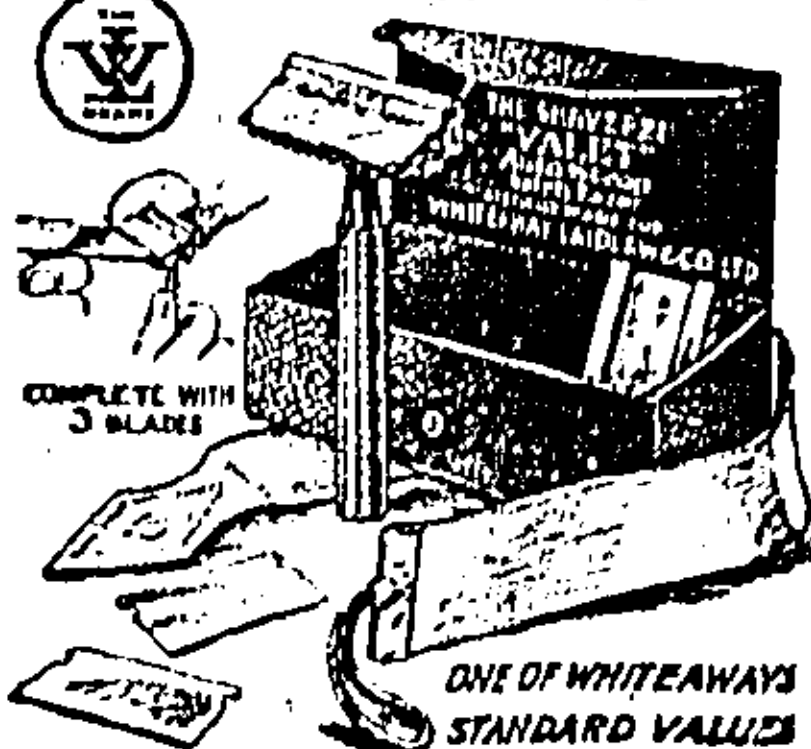


Children enjoying their tea at the Police Recreation Club on New Year's Day. (Photo: Mee Cheung).

WHITEWAYS

STANDARD VALUES

THE "SHAVEEZI" AUTO STROP RAZOR SET



THE "SHAVEEZI" RAZOR

"AUTO STROP" SAFETY RAZOR
The Only Self-Stropping Razor in the World That is Guaranteed to Keep Its Blade Always Sharp. Supplied in Leatherette Case Complete with Strop and Blades.

STANDARD VALUE PRICE
\$1.25

THE STORE FOR VALUE.
HONGKONG.



Playing a game of "Follow my Leader" with the Clown at the Christmas Tree Party at the Police Recreation Club on New Year's Day. (Photo: Mee Cheung).



A happy group of youngsters who were entertained at the annual Christmas Tree party given at the Police Recreation Club, on New Year's Day. Each child was the recipient of a present off the tree. (Photo: Mee Cheung).

**LAST NIGHT'S BALL
BIG SUCCESS.****PRESIDENT'S HAPPY SPEECH
AT SUPPER.****BRIGHT DECORATIONS.**

Thanks to the excellence of the organisation and the fine programme of dance music played by the Titania Melodians, St. George's Ball, held at the City Hall last night, was a triumphant success. There was general praise concerning the artistic nature of the decorations, which were effective in their simplicity, whilst the predominating red and white colour motif gave an atmosphere of brightness.

His Excellency the Officer Administering the Government, and Mrs. Southern, accompanied by Captain A. J. L. Whyte, A.D.C., arrived promptly at 9.30 p.m. and were met by the President of the Society (Lieut.-Col. L. G. Bird, D.S.O.) and members of the Committee. They were escorted by Beefeaters, preceded by fife and drums of the Queen's Regiment, to the main ballroom, shortly after which the Official Luncheon was served. Thence onwards, the programme was given over to fox-trots, waltzes, and one-steps, dancing being kept up until the early hours of the morning.

During supper, the host's hand was heralded by the sounding of an English hunting horn by Sergeant Manly, of the Queen's Regiment, who was attired in hunting costume. Mr. A. M. Thornhill, attired as a chef, brought in the dish.

The President's Speech.

Speaking at the supper the President said:—I need not remind you that to-day is not our National Day. Were we, in this Hongkong climate of ours, to ask you to come here and dance on St. George's Day, April 23, you might perhaps experience somewhat too warm a welcome.

"Instead we choose a day which is essentially an English one. Twelfth Night, made famous by an Englishman, the greatest poet of all time, the immortal Shakespeare.

"Though, unlike our Scottish friends, we have not the satisfaction of knowing that Englishmen all over the world are celebrating on the same day as ourselves still I think that we who live in countries far distant from England have at least some advantages over our brothers and sisters at home.

During our none too frequent visits to the old country we perhaps appreciate its beauties more; and in our comings and goings across the world we realize better what the name of England stands for than can those who never leave her shores.

The British Flag.

We know well, and are proud in the knowledge, that the Red Cross of St. George on a white ground, which, together with the Jack in one quarter, forms the ensign flown by every ship in His Majesty's Royal Navy, is better known and more highly respected all over the world than any other flag. In short, I think we can better understand and appreciate those verses of Kipling's, "The English Flag," the first two lines of which are:

"Winds of the world give answer! They are whispering to and fro.

And what should they know of England who only England know?"

Ladies and gentlemen, I must not detain you but before I conclude I should like to express my very best thanks to our excellent and hard working Honorary Secretary and to the members of the various sub-committees whose loyal co-operation and assistance has placed me in the happy position of being able to welcome you here this evening and to express a hope that you may enjoy yourselves.

OFFICIAL DIVORCED.

Major Edward Courtenay Kenny, Deputy Commissioner of the Andaman Islands in the Indian Ocean, was the respondent in a divorce suit which came before Lord Merrivale recently.

The suit was brought by his wife, Mrs. Helen Lily Kenny, of Liverpool College, Huyton, Liverpool, whom he married at Holy Trinity Cathedral, Rangoon, in January, 1916. After hearing hotel evidence the President granted a decree nisi.

His Excellency the Officer Administering the Government has kindly consented to convey to Drs. S. F. Li, C. K. Ma, B. C. Wong, and T. P. Woo, at Government House on Monday, at noon, votes of thanks from the Order of St. John for valuable services rendered by them.

**SOCIALIST M.P.'S IN
REVOLT.****MR. MAXTON CALLED
"PIRATE CHIEF."**

London, Dec. 7. For three hours last night members of Parliament who belong to the Independent Labour Party and the National Advisory Council of that body sat and wrangled in one of the Committee rooms of the House, and then adjourned for a week.

An official communication states: There was a free interchange of opinion as to the present policies of the Party and of its official organ the "New Leader."

All those who took part in the discussion expressed their desire for a continuance of the Socialist work of the I.L.P.

Owing to the large number of members who desired to take part in the discussion, it was agreed to adjourn, and resume on Thursday next at 6 p.m. This statement is as colourless as the meet was lively. It came to be held in this way.

About a fortnight ago, Dr. Salter, Mr. J. H. Hudson, Mr. Cyril Wilson, and Mr. Robert Young, all members of the I.L.P., convened a meeting of their colleagues, which was attended by some two score other members. Their object was to put a stop, if they could, to the Maxton-Cook campaign for "Socialism in our time" and for putting stumbling blocks in the path of Mr. Ramsay MacDonald.

Upon this, the National Advisory Council became alarmed, and last night's meeting was the result.

"Quasi Communists."

By way of making things more lively, Dr. Salter published a letter in the current number of the "New Leader," in which he likened Mr. Maxton to "a pirate chief who has run up the Jolly Roger at the mast head and is co-operating with a fellow buccaneer, who has already done his best to wreck another great vessel, the Miners' Federation of Great Britain."

Dr. Salter also declared that they do not want to see the I.L.P. "come to an inglorious end, or degenerate into a little rump of rebels and quasi-communists."

Mr. Maxton, as Chairman of the I.L.P., presided at last night's meeting, and by all accounts he made an excellent Chairman, though, in a sense, he was the accused party. When the Salterites had finished their fulminations, he reminded the meeting that there has been no change in the I.L.P. policy; or if there has been any change, it has been officially approved at two conferences of delegates representing branches all over the country.

Interval for Reflection.

It seems to have been at this point that the meeting thought it better to adjourn, so that a cooling process might work for a week.

Some of the people present who are not sympathetic with the Maxton attitude were complaining later in the evening that an attempt had been made to use the meeting to advocate the inclusion of prohibition in the Socialist Party programme at the next election.

Dr. Salter, who does not know definitely that it was he who raised the point, is a violent teetotaler and came into notoriety some time ago by accusing his fellow-members, or some of them, of drinking too much. Anyhow, the introduction of the subject at the meeting seems to have aroused a good deal of resentment. "Haven't we division enough already without splitting the party still more on a subject like prohibition?" members modestly asked each other.

What will happen next Thursday is on the knees of the gods. Perhaps the I.L.P. will disappear. If so, Mr. Maxton and his friends, who certainly form themselves into a ginger group, will continue to preach "Socialism in our time," and will pour contempt on the leaders of the Socialist Parliamentary Party, who, according to the pure words of Socialism to be contaminated by the heresies of Liberalism.

**MOTOR-COACH SPEED
TEST CASE.****AIDING AND ABETTING BY
MEANS OF TIME TABLE.**

A test case regarding the speed of motorcoaches was decided at Brentford Police Court recently when Messrs. Overington, Harris and Ash, motor engineers, of Regent-street, W., were fined £1 with 25 s. costs for aiding and abetting one of their drivers to exceed the speed limit.

One of the firm's drivers between London and Plymouth has been convicted for exceeding the 12 m.p.h. speed limit on the Great West Road, and it was alleged against the firm that they issued a schedule of time for the journey which compelled the driver to travel at a minimum of 18 miles an hour for the whole journey, including stoppages.

The Justices at the first hearing dismissed the case, but the Divisional Court allowed an appeal by the police and referred the case back to the Justices to convict.

**EDUCATION IN THE
COLONIES.****FORMER H.K. GOVERNOR ON
ADVISORY COMMITTEE.****EXPERTS APPOINTED.**

London, Jan. 4. An important step in regard to problems of the educational development of Colonies, Protectorates and Mandated Territories has been taken by the Government.

The Colonial Secretary has decided to appoint a Committee to advise him on these problems, and its personnel will be as follows: The Right Rev. E. J. Bidwell, Bishop of Ontario.

Lord Lugard, a former Governor of Hongkong.

Major A. G. Church, D.S.O., M.C., General Secretary of the Association of Scientific Workers.

Sir James Currie, Chairman of the Governing Body of the Imperial College of Tropical Agriculture, Trinidad.

Sir W. G. Maxwell, former Chief Secretary to the F.M.S. Government.

Sir Michael Sadler, Master of University College, Oxford.

Professor T. P. Nunn, Principal of the London Day Training College, University of London.

Mr. J. H. Oldham, Secretary of the International Missionary Council.

Mr. W. Spens, C.B.E., Master of Corpus Christi College, Cambridge.

Miss S. A. Burdall, Hon. Lecturer on Education at the Manchester University.

Miss A. W. Whitelaw, former Head Mistress of Wycombe Abbey School and of the Girls' Grammar School, Auckland, New Zealand.

**THIRTEEN MONTHS IN
A YEAR.****PROPOSAL AT LEAGUE
COMMITTEE.**

Geneva, Dec. 5. The thorny problem of the reform of the Gregorian Calendar has long been the object of the attention of a competent League Committee, and definite proposals have now been drawn up.

The Advisory and Technical Committee on Communications and Transit has eliminated reform schemes which modified the beginning or length of the year or divided the year into months of considerably different lengths. Thus it is able to confine the schemes to three main groups.

The first group merely proposes to render the various quarters more or less equal, each consisting of two months of thirty days and one month of thirty-one days, one quarter containing an additional day.

The second and third groups involve the introduction of a blank day (two blanks in leap year) and establish a perpetual calendar. The second group suggests thirteen months of twenty-eight days. Generally speaking, statistical and commercial circles prefer the thirteen months system if a month, and not a quarter, is taken as the unit of economic life.

H.M.S. Cumberland left Tourane for Singapore yesterday. H.M.S. Magnolia arrived at Tsingtao from Shanghai on the same day.

**UNASHAMED UPHOL-
DER OF FICTION.****SIR MICHAEL SADLER ON
THE NOVEL.**

"I am an unashamed upholder of fiction as a factor in happiness," said Sir Michael Sadler, Master of University College, Oxford, in addressing a joint conference of Oxfordshire local librarians and members of the Birmingham and District Library Association at Oxford recently.

"Fiction is to-day, as it has long been, a living art in England. Many of the sixty-five novels published every week may be rubbish, but nearly all are anodyne for somebody. About a third of our reading, possibly more, may be fiction. For a tired mind there is nothing like a tale. For English people, especially, English fiction is indispensable to-day. It is the looking-glass of English states of mind, pathological states of mind predominantly, perhaps, because nothing is more difficult to put into words than the ordinary healthy state of mind.

"We English do not write or read much the books dealing with English psychology, under that title, which are mostly written by French, Scots, Americans, or other forms of aliens. Germans read Count Keyserling. We English read W. W. Jacobs, H. G. Wells, and Virginia Woolf. The older you get the more you read novels."

Sir Michael went on to say that current advertisements for librarians reminded him of the advertisements for teachers that he used to see before the Burnham scale. They looked as odd as long skirts. He suggested that reproductions of great pictures should be available in lending libraries, so that people might borrow them for two or three months' enjoyment in their home.

PETAUN ON VERDUN.**GERMAN CROWN PRINCE'S
STRATEGY RIGHT.**

Paris, Dec. 9. Marshal Petaun, in his Souvenirs of the Battle of Verdun, now being published in *L'Illustration*, approves the judgment of the Crown Prince, who wished in April, 1916, to disengage the German armies from the unsuccessful attack on Verdun.

"The German High Command," he writes, "began to realise the gravity of the situation. Logically it should have progressively relaxed its grip on Verdun to seek, as the allied command was doing, another zone of action. However, it remained obstinate in its plan. The Crown Prince was not satisfied, for the reinforcement of his strength was not to be undertaken and he was asked to renew attempts that he knew destined to be unsuccessful."

"In my eyes the Crown Prince judged the situation aright, and from the moment when it was impossible so to augment his means as to triumph over our resistance it would have been preferable to seek to find us in another sector in a more accentuated state of inferiority."

Sapper R. Williams, of the Royal Engineers, was fined \$5 by Major C. Wilson at the Central Police Court this morning for driving a motor-cycle without a licence. It was stated that Williams would also be dealt with by the military authorities.



"Yeah, nowadays the public don't know what it wants."
"Business is rotten."

The Very Idea!

"In his delightful speech at the Author's Club dinner the other night, Sir James Barrie said that he bought a silk hat to impress editors. My first silk hat," writes an artist friend, "was purchased to make a favourable impression on W. E. Gladstone, who was going to open St. Martin's Public Library. Whether it had that effect I cannot say, but early in my career in Fleet-street I became aware of the importance of a shining 'topper'."

"When I first called on editors the Cerberus at each door, spying my somewhat shabby bowler, said either that the Great Man was busy, or that he had gone for the day. I was in despair until I thought of my silk hat. Polishing it into a 'mille reflets' I entered the office of one of the leading illustrated weekly journals, and the guardian at once asked, 'What can I do for you, sir?'"

"The result of the interview was a commission for a series of drawings, which appeared in two issues, and a fortnight later my hat—as much as the drawings I showed—brought me a commission from another editor to illustrate a novel by Baring Gould, which ran weekly for six months. My fee was £360."

Two sisters, both young and both well dressed, entered a restaurant, and, giving the order, waited with an amused smile.

Returning, the waitress placed the tepid before the younger. "There!" she exclaimed to her sister, "I've got the job again. How do they know I'm used to it?"

It appeared that the younger was the housekeeper, and the elder the teacher. No matter what restaurant they visited, or which gave the order, in nine cases out of ten the younger was given the job of officiating.

Patsy has a patient smile; Patsy has a model style; Patsy ponders all the while Through a perfect flinnings.

Patsy is no plodding fool; He is cunning, quick and cool; Patsy grew in Warner's school, Great from small beginnings.

What a thing is Cricket fame! At the sound of Patsy's name, People surge to see the game— Some who never played it.

Watch him felding; hear the rour. He may not put up a score, But he learnt to "save the four" Long before he made it.

More schoolboy howlers: The "brond arrow" is one that always hits the mark. A "Job's Comforter" is a thing that babies suck.

Drinking water can be obtained from sea water by putting the sea water through a filter.

The work of an auditor is—to keep order, to see orders through, to take orders down.

Do you know anything for which Stirling is famous?—Yes, silver. Tennyson wrote "Break! Break! Break!" in memorandum of his friend Hallam.

What does a bat do in the winter?—It splits if you don't oil it.

What are the stages in the development of (1) a butterfly, (2) a frog? (1) A caterpillar is the first stage; it then turns into a crystal, and finally into a butterfly. (2) A frog is first a tad and then a frog.

Cup d'Etat—A blow that was past and done with.

Translate *elemu de fer*—Chimney on fire.

William the Conquer had Bibles printed in the Revised Version.

A woman friend tells me that she has found the perfect barber. "You do Mrs. So-and-so's hair, don't you?" she said to him, as he trimmed her shingle the other day. "What a wonderful colour it is! Do tell me—has it been dyed?"

The barber raised horrified hands.

"Dyed!" he repeated. "My dear madame, Mrs. So-and-so is one of the three women in London whose hair is naturally perfect."

"That's most interesting," my friend replied, "because, you see, Mrs. So-and-so herself admitted to me the other day that you had dyed her hair yourself!"

And even then the perfect barber only smiled.

Willowden Magistrate—Has this man any visible means? Prosecutor—He flies about in a motor car.

Willowden woman of her neighbour—She screamed over the garden wall, "I don't like you, Laura."

Mr. Cairns, the Thames Magistrate—Apparently you want me to manage your wife so that she can manage her family. It is too big a job for me.

Solicitor at Wood Green, London N.—Book-makers cannot be numbered among the prosperous classes of to-day. The public seem able to spot winners easily.

"I have come to the conclusion that the East End women have a sort of preference for me, and that they come here purely and simply to have a chat with me."—Mr. Cairns, the Thames Magistrate.

**POWELL'S ANNOUNCE A NEW ASSORTMENT OF
GLYN and Co's
SOFT FELT HATS**

We earnestly invite your early visit and inspection of the new models. Each hat is perfect in every particular—made of the finest materials in all the popular shapes and colours. Price from \$15.50 Less 10% Discount for Cash.

We are also agents for Stetson Hats.

Wm. POWELL, Ltd.
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Company, Limited.**

**HOUSE AND ESTATE AGENTS.
PROPERTY BROKERS.**

TELEPHONE C. 6291. EXCHANGE BUILDING

For—
Baskets of Flowers
Bouquets
Cut Flowers
Ferns
Pot Plants

Go to—
**THE CLOVER
FLOWER SHOP**
ICE HOUSE STREET.

Fresh from our own Gardens Daily.

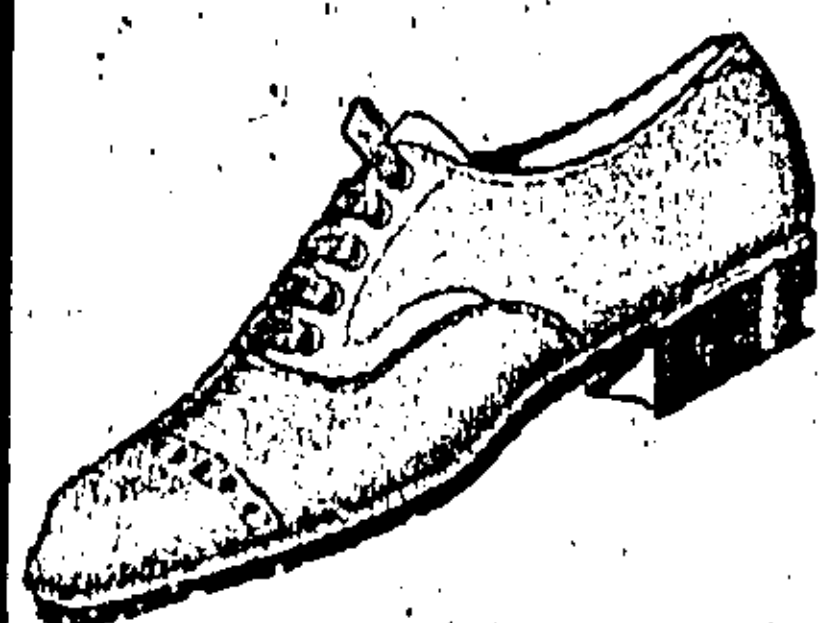
Recreio Amateur Players
present
"What Happened To Jones"
AT THE
STAR THEATRE.
January, 8th, 9th & 10th. at 9.15 p.m.
Booking at Anderson's and Star.
Prices:—\$3, \$2 & \$1.

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A SHIPMENT OF
THE FAMOUS
HICKORY GIRDLES
IN ALL THE CURRENT STYLES.

HICKORY GARTERS
INCLUDING THE LATEST FANCY DESIGNS.

ALL MODERATELY PRICED.
Make Your Selection Early!

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No. 3669

17.50 a pair Less 10%
Cash Discount.

STYLE!

There's a difference in

OAKMORE

Styles which can only be explained on those finer points of high grade shoe making which is so apparent in every pair.

Come in and let us show them to you.



Lane, Crawford, Ltd.

MEN'S WEAR STYLISTS.

GAMBLING IN SWITZERLAND.

RESULTS OF THE REFERENDUM.

Geneva, Dec. 4.
The view that Switzerland is about to become a nursery of a series of Monte Carlos, as the result of the week end plebiscite favouring the reintroduction of gaming tables, is quite erroneous, though widespread.
Even the Swiss people themselves have hazy notions concerning the significance of the referendum. M. H. P. Pelwarin, Director of the Geneva Casino, told us to-day that he had been besieged by telephone inquiries since Sunday, wanting to know what day gambling will start.
It will surprise many people to learn that there is still a long way to go before gaming tables will be set up. It is even possible they will never be re-established.

Cantons' Powers.

The referendum was but the lever setting in motion complicated legislative and administrative machinery. The favourable result of the referendum is equivalent to a request to the Federal governments to authorise gambling in their respective Cantons. It will probably be two or three months before the Federal Government completes the first step. The Cantonal governments, thereupon, have power to permit or prohibit gaming. This decision rests largely on wirepulling within the political coalitions. Only after the Cantonal governments have given general permission, and stated what forms of gaming will be allowed, will individual applications to set up tables be considered.
Altogether about six months will be taken up before playing is inaugurated. Heavy gaming in any case is ruled out. The highest stake—two francs—is no temptation to habitual plungers, who are admittedly not wanted here. Fears that crowds of the working classes will be enticed to the casinos are unfounded, for a subtle supervision will virtually restrict their entry into the Kursals.

Slices From the Cake.

"La boule," which is popular in France, will probably be the only play permitted by the Cantonal governments, who also have the right to determine what establishments will be granted permission to run the tables. It is believed that permission will be restricted to casinos, to the exclusion of hotels.

It is obvious, too, that it is not going to be a gold mine for proprietors, for several bodies require a slice from the cake. The Federal authorities have the first big bite of a full quarter of the gross takings, of which 15 per cent will be applied to charitable purposes. The Cantonal republics want 15 per cent; the municipal authorities, less greedy, ask but 10 per cent.

LOCAL HOCKEY.

CLUB DEFEAT THE BEDS. AND HERTS. REGIMENT.

The first eleven of the Hongkong Hockey Club met a side from the Beds. and Herts. Regiment yesterday afternoon on the U.S.R.C. ground, the Club being strongly represented. The result, after a brisk game, was a win for the Club by one goal to nil. Play started late. From the commencement, the Club held the supremacy. Within four minutes, Mitchell put across a pass which was intercepted by Vallack, who made no mistake with his shot. There was no further score up to half-time. Owen Hughes and Mitchell were towers of strength, the runs down field by the former being a feature of the game, but the soldiers' goalkeeper and backs were always on the alert, and there was no further addition to the score.

In the closing stages, the regimental team made raids into Club territory, but despite all efforts were unable to pierce the defence, and a well-contested match ended as stated above.

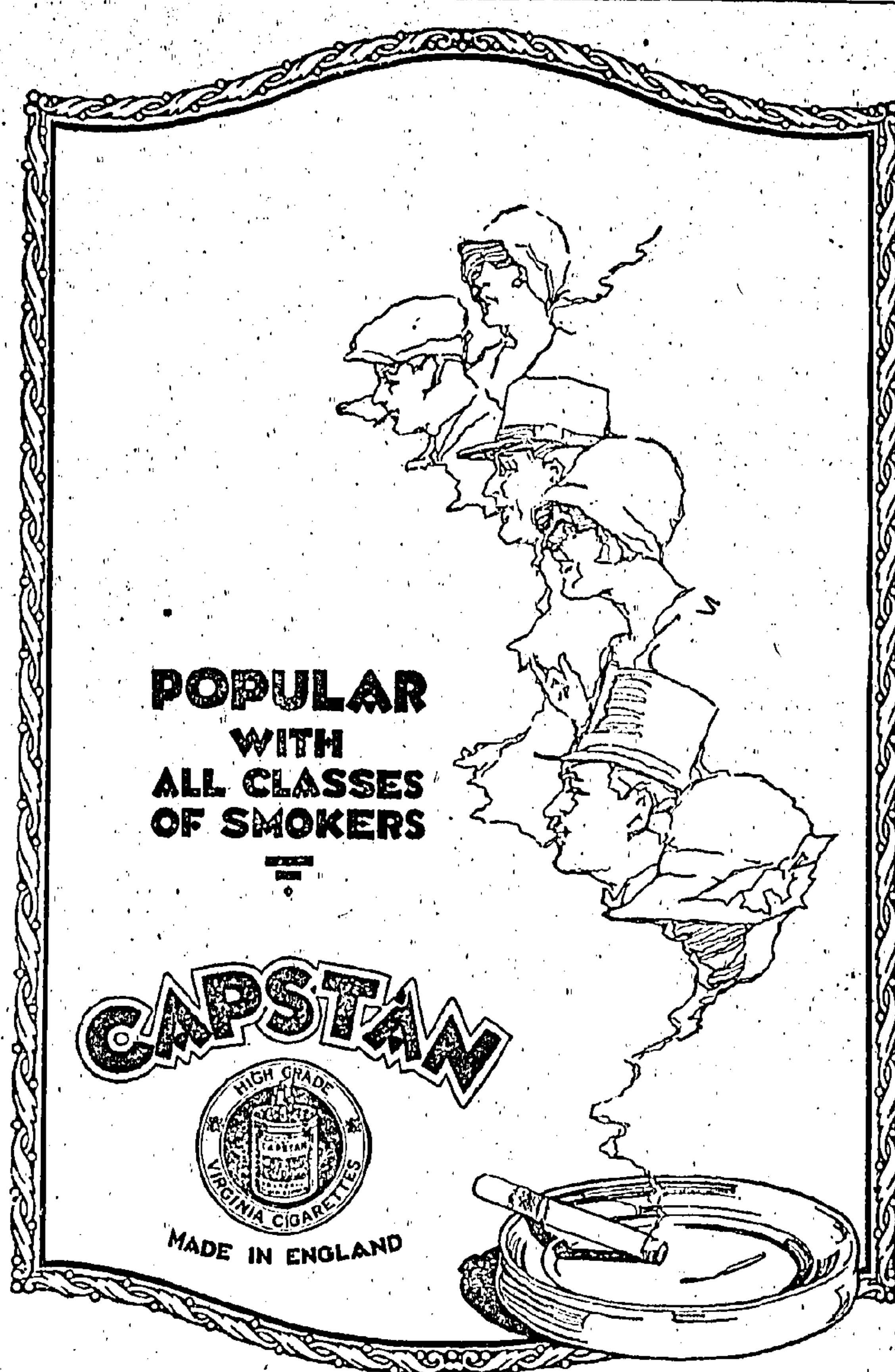
Team to Meet H.K.S.R.A.

The following will represent the second eleven of the Hongkong Hockey Club in their match against the H.K.S.R.A. second team on Monday at the Marina ground at 4.45 p.m.—A. C. Howell, J. E. Henry, L. F. Nicholson, L. A. R. Duncan, L. M. S. Lloyd, E. L. Sim, T. Whitely, W. A. Nowers, G. R. Vallack, T. J. Price and E. C. Fincher.

NO RUGBY MATCH.

We are informed that the Rugby match fixed for this afternoon between the Club and the Beds and Herts Regiment has been scratched.

The lecture which was arranged to have been delivered by Capt. Austin at the Referees' Association last night was postponed till next Friday, on account of the small number of members who were present when the lecture was timed to commence.



WELSH MINERS FOR CANADA.

SCHEME TO MOVE MANY FAMILIES.

Cardiff Dec. 7.
A big trek from the Welsh mining valleys to Canada is anticipated in the early spring. It is not widely known that there is already a large Welsh colony in the Dominion. In addition to the thousands who have emigrated to the Western States from Wales during recent years there is a big Welsh population, settled mostly in Alberta, who left the Welsh colony in Patagonia in consequence of the devastating floods in that once flourishing Cynric settlement.

Last summer nearly 3,000 people emigrated from South Wales for the harvest, and the majority have remained.

There is at present, as the result of unemployment in the mines, a strong desire among the working population of Glamorgan and Monmouth to be settled on the land. Applications have been received from 140 families, and schemes are being drafted with a view to training them for farm work before they set out.

Ministry's Training Homes.

The training will take place at the Ministry of Labour Training Homes at Brandon and Clayton.

In particular, young women are required for domestic work, and Captain W. Griffiths, the Canadian Government Emigration Officer in Wales, is busily engaged in seeking suitable emigrants.

The Dominion Government, in conjunction with private enterprise, are providing homes for emigrant families, but the single men and women who, it is expected, will emigrate in large numbers, will travel direct from Wales to situations arranged for them on Canadian farms.

This scheme is but a temporary one, for there is another on foot to establish a Welsh Colony in Canada, on similar lines to that founded by the late Principal Michael D. Jones in Patagonia where the Welsh settlers shall be established in a township.

Co-Operation Needed.

In order to succeed with this scheme, co-operation between the British and Canadian Governments will be necessary, for the emigrants will require far greater assistance than is now offered.

There are, at least, 70,000 miners who will never again find employment in the Welsh mines, and to transfer these, with their dependents, to English centres will only add to the unemployment already existing in those centres.

On the other hand, there are undeveloped mining and industrial areas in Canada, where coal and iron are plentiful, and where these emigrants would find a comfortable living and would prosper.

FOOTBALL COMPETITIONS & THE G.P.O.

A HUGE BUSINESS STOPPED.

The decision to stop the football coupon competitions will lighten appreciably the strain which the Post Office has felt during the past three months. St. Martin's-le-Grand has been swamped by these competition letters. Coming from all parts of the country, between four and five million have had to be delivered in the Fleet Street area every week since the end of August.

In order to avoid interference with ordinary correspondence, which for all parts of the country runs into some fifteen million letters a day, a special system was brought into operation. Wherever the number of competition letters rendered it necessary, they were selected at the first stage of

sorting, thrown into separate racks—thus separating them from the normal correspondence—and sent direct, without further handling, to the office for delivery. The overwhelming majority, of course, came to the Eastern central district office in London.

An arrangement was made with the newspapers concerned that when the competitions could not be delivered by the first post in the morning, they were sent out, often by special vans, at such intervals as were possible during the early part of the day.

This special organisation on the part of the Post Office saved the expense of employing an extra number of men for the short time each week during which the traffic reached the peak point. A certain amount of overtime was necessary, and this, of course, will now be reduced and the work of the Post Office will resume its normal procedure.

Looking Back!

Although every successful business enterprise looks forward—plans ahead—and endeavours to make each New Year a better year, in order to assist in making what may be momentous decisions, it is necessary to indulge in serious retrospection. The keen business man looks back over the past year and endeavours to locate points in his policy which may be improved.

Advertising is one of the most vital factors in commercial life to-day, and so important is Newspaper Advertising, that, while there are numbers of the world's commercial leaders who have publicly emphasised the incomparable value of newspapers in promoting trade, we have yet to learn of one impartial business man who has advised any other form of trade publicity in preference to the Press.

NEWSPAPER ADVERTISING IS THE ONE UNIVERSAL MEANS OF PROMOTING TRADE.

Look back over the past year and earnestly ponder over this matter. Your verdict will surely be in favour of the medium which goes into the home! Then remember that the popularity of the newspaper is the standard by which you should assess the value of every cent you spend.

THINK OF THE POPULARITY OF THE "TELEGRAPH!"

TO-MORROW AT THE CINEMAS

THE FAMOUS COMEDY TEAM AGAIN!

KARL DANE
GEORGE K. ARTHUR



CIRCUS ROOKIES

ALSO
Prof. OTTO HARTRATH
AND HIS
SINGING SAW

QUEEN'S

TO-MORROW TILL TUESDAY

At 2.30, 5.10, 7.15 and 9.20

THE SCREEN'S WILDEST THRILL!



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TO-MORROW ONLY

AT THE WORLD

At 2.30, 6.50 and 9.20

THE DUNCAN SISTERS

in their famous parody on "Uncle Tom's Cabin"

TOPSY AND EVA

TO-MORROW ONLY

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At 5.15, and 9.20

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THE OLD WAY **THE ACME WAY**

SEND FOR THIS FREE BROCHURE



Ninety pounds of axle handles packed in an unreinforced box weighing 43 lbs. and costing 90c.



Fifty-five pounds of carbide in cans, packed in a box reinforced with two wires, weighing 8 pounds and costing 19 cents.



Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.



This redesigned box, carrying the same load, is 17 pounds lighter. Reinforced with Acme Nailless Strap it is stronger than the old box and 26 cents less.




Reinforced with one Acme Nailless Strap, this box carries the same load, is 2 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.



Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The larger box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

Demonstration from the Sole Agents for—
ACME STEEL COMPANY, BROOKLYN, N.Y.
J. M. da ROCHA & Co.
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SORE THROAT THE ENEMY



EVANS' PASTILLES are a sure relief against all winter ills such as Sore Throats, Coughs and Colds. Their antiseptic vapours penetrate into the innermost cavities of the nose, throat and chest, killing all germs and quickly soothing the inflamed organs.

EVANS' Pastilles
 Made in England
 in the factory of the
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 Chemists everywhere.

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Wilkinson, Heywood & Clark
 SHANGHAI HONGKONG.

KIPLING'S "SCHOOLBOY LYRICS."

LETTER OF "COMPLAINT" FETTERS £40.

London, Dec. 7.
 The first of a two days' book sale at Messrs. Hodgeson's yesterday included a copy of Mr. Rudyard Kipling's "Schoolboy Lyrics," in original white wrappers, 1881, for which Messrs. Quaritch gave £655. This impression, though it bears no inscription, was it is understood, given by Kipling to the late Sir Walter Besant.

Among other Kipling lots was an undated letter, written about 1900, complaining of the innumerable terms of the incursions of a "very large and fierce" beast, and suggesting that the sooner someone "hits it on the head with a poleaxe or ties it to a large tree the quicker for all parties." This letter, which is signed in full and cost Mr. W. T. Spencer £40, has five additional lines signed with initials addressed to "Dear Jameson," also referring to the "beast. He's loose again."

The original manuscript contract for the publication of George Meredith's "Diana of the Crossways," signed in full by the author, and dated July 21, 1884, together with a leaf from "Life in the South," bearing two autograph notes by Meredith, made £36 and the first edition of Walter de la Mare's "Songs of Childhood," 1902, £40 10s. (both Quaritch).

Objects of Art.

Yesterday the concluding session of the late Marquess of Lincolnshire's furniture and objects of art at Messrs. Christie's brought a total of £7,681, making £37,516 for the two days.

A pair of Chinese porcelain figures of K'ins, Kang-He period, 14 1/2 in. high, sold for £399 (Emanuel); eleven Dresden plates, painted with Chinese landscapes, £441 (Wollmann); a Tournay dinner service, with floral decorations, £267 15s.; a Chelsea bottle, illuminated with Teniers subjects, 14 in. high, £199 10s.; a pair of flat-shaped vases and covers painted with Watteau figures and river scenes, from the same factory, £220 10s. (all Amor); a 14th Century panel of stained glass, with an Archbishop kneeling in prayer beneath a Gothic arch, and another with a figure of St. Peter beneath a similar arch, each £168 (Lepper).

Messrs. Sotheby concluded yesterday the sale of Part II. of the late Sir Edmund Gosse's library for a total of £5,087.

At Willis's Rooms on Wednesday a sale of old English furniture and objects of art made about £3,000.

BRITISH MUSEUM'S STORE OF BOOKS.

MAGISTRATE AND "AN APPEALING PROSPECT."

"I have never heard of such a case," said Mr. Charles Biron at Bow-street when Mr. Victor Hilton, an author, of Amesbury-avenue, Streatham, was summoned as the publisher of a book, "The World Shall Miss a Great Tregedlan," for having failed to deliver a copy to the British Museum, in accordance with the Copyright Act. He pleaded guilty and was fined 40s., with 10 guineas costs.

Mr. Lawson Campbell, prosecuting, explained that there had been only one similar case in 50 years.

Mr. Hilton said that the reason he did not submit a copy was that he was displeased with the book and wanted to withdraw it from publication.

Sir Charles Biron—What does the British Museum do with all these books? It has always been a puzzle to me.

Mr. Sharpe, Keeper of Printed Books Department at the British Museum, reported that the books were catalogued and stored in the Museum.

Sir Charles Biron—Do they remain there for ever?—Yes, we are bound to keep them.

Sir Charles—You must have enormous spaces. It is an appalling prospect. I thought that perhaps after a certain time they were destroyed.

Mr. Campbell mentioned that in the event of authors being dissatisfied with their books the copies were not available to the public.

MARTIN'S PILLS

APIOL & STEEL

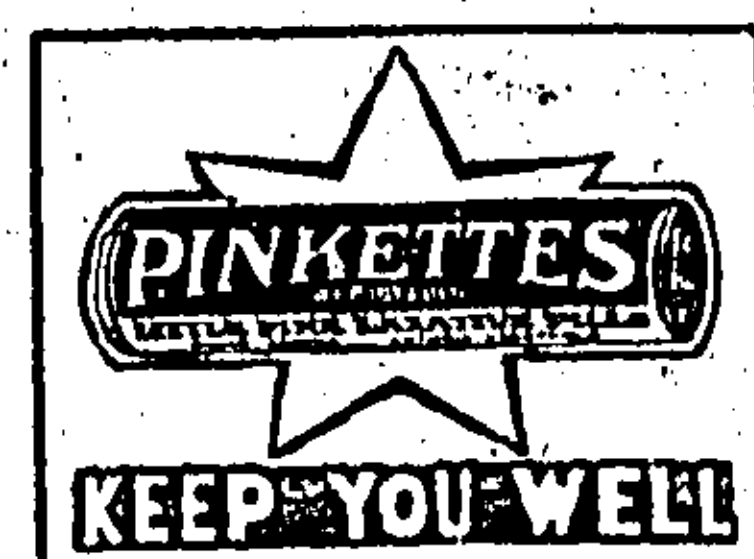
Sure and certain for all Female complaints. Every lady should keep a box in the house.

Sold by A. S. Watson & Sons, Chemists, and all Chemists and Stores.
 Preps. MARTIN, Chemist, Southampton, England.

What Your Eyes Tell.

Clear bright eyes indicate good health. Eyes that are dull, yellowish, heavy, and that cannot keep wide awake and alert during the working hours of the day, indicate liver torpidity, imperfect digestion, bowel laziness, or other conditions of ill-health.

To gently stimulate the liver, to aid digestion and to restore daily intestinal regularity nothing is better than Pinkettes. These dainty little laxatives dispel constipation, bilious attacks and sick headaches in a night; clear the skin, purify the breath, relieve Piles. Chemists everywhere sell Pinkettes.



A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—broken down, as it were, of the vital forces that maintain the system. No matter what may be the cause (they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what a loss is absolutely essential to all such cases is increased vitality—vigor, vital strength and energy to throw off these morbid feelings, and as night succeeds the day, this may be more certainly secured by a course of

THERAPION No. 3

known by other names as "LIFE LIGHTED UP AFRESH." and a new dawn is imparted in place of what had so long been a gloom, and up and valiant. This wonderful medicine is suitable for all ages, and its use is simple, and its effects are rapid. It is taken in accordance with the directions accompanying it, and the broken down system is restored. THE EXPIRING LAMP OF LIFE.

Rockefeller Foundation has given £10,000 and Mr. Thomas Cowan £5,000 to endow the Department of Surgery, Edinburgh University.

Major-General F. F. Ready, Commander Northern Ireland Military District, has been appointed Commander, First Division, Aldershot.

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Dollar for dollar, Kelvinator gives you greater food capacity—more ice cube capacity—more downright quality

and beauty combined, than any other system you can buy.

Model for model you will find Kelvinator prices actually below others.

This being the case—and it is—why be satisfied with any other system but Kelvinator? It costs less at the start; much less in the long run, and there's an attractive household budget purchase plan for those who desire to use it.

Moderately Priced
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The "Topaz" Giant Shaving Stick. Good Quality Soap, produces a rich creamy lather. \$1 For 2.	The "Platinum" Fountain Pen. A Very Serviceable Self-Filling Fountain Pen in Black Ebony, Red and Triplewave Mottled Finish, Fine Medium or Broad Nibs as Desired, Complete with Pocket Clip. \$1 Each.	Glass Cocktail Trays. Raffle Covered Sides and Handles. Round and Oval. \$1 Each.	Florida Bath Sponges. Nice Useful Size for Bath Use. Wonderful Value. \$1 Each.	"Coat Hangers." Plain Polished Wood, Balise Covered Shoulders Complete with Patent Trousers Hanger. \$1 For 3.	The "Seadog" Briar Pipe. One of the Finest Values ever offered in Pipes. Assorted Shapes. \$1 Each.	"Paint Boxes" Metal Paint Boxes with a Good Range of Water Colours in Tubes and Cakes. \$1 Each.
Soap and Perfume. Two Cakes Fine Toilet Soap with Bottle of Perfume same Odor. Packet in Neat Box. Assorted Perfumes. \$1 Per Box.	Glass Dishes. Fluted Oval Shape. Good Clear Glass. \$1 Set of 3.	Duchess Toilet Sets. Consisting of Runner and Three Mats. White Ground with Coloured Borders. \$1 Each.	The "Handy" Students' Set. Contains Compasses, Set Squares, Pencils, Drawing Pins, Etc. Very Useful for School. \$1 Each.	"Ladies' Hemstitched Handkerchiefs." Made of Fine White Cotton, a Good Strong Handkerchief for everyday Use. Nicely Finished. \$1 A Dozen.	Bath and Toilet Soap. Assorted Makes and Perfumes in Bath and Toilet Soaps. \$1 For 6 Cakes.	Gillette Razors. Genuine Gillette Razors Complete with One Blade. \$1 For 3.

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Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

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TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Hokkaido	Fri. 11th Jan at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Yuensang	Sun. 20th Jan at 7 a.m.
TO STRAITS & CALCUTTA	Namsang Kutsang	Satur. 5th Jan at 4 p.m. Wed. 9th Jan at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Sun. 13th Jan at 10 a.m. Satur. 19th Jan at 3 p.m.
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Steamship "GLENIFFER" (Via Oran)	9th Jan
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AGENTS: THE GLEN LINE, LTD.

JAPANESE TRADE.

INDUSTRIAL CONDITIONS LAST YEAR REVIEWED.

Japanese commercial advices received by the local Consulate state that 1928 was an eventful year, characterised by the advance of special funds under the Special Advance measure, the development of discussions on the lifting of the ban on gold exports, relations with China and the fluctuations in foreign exchanges. There was every indication of an improved situation in all industries despite depression due to a decline in purchasing power.

The situation in the money market was eased by the advance of special funds, while the deflation policy adopted by the Government and the Bank of Japan led to the adjustment of panic-stricken banks. The depreciation of bank rates also went a long way towards the adjustment of financial conditions.

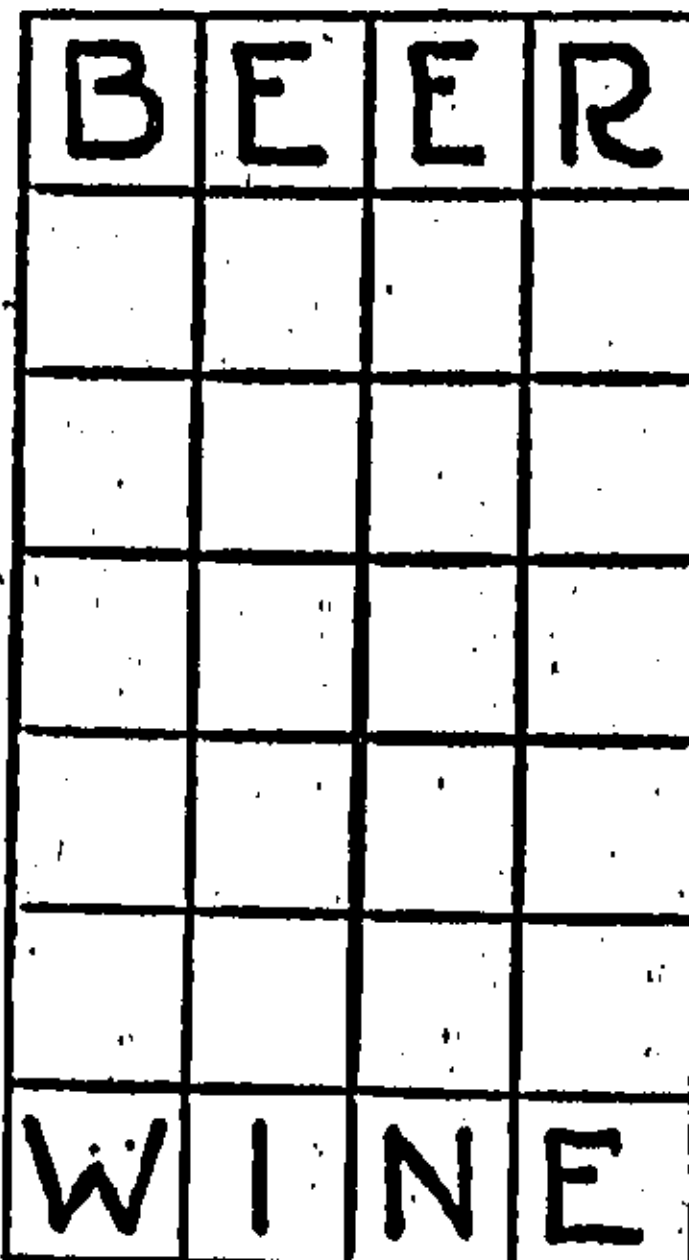
Retrenchment measures adopted in industry proved effective in diminishing the burden of bank rates, lowering the cost of production and improving efficiency.

Up to the middle of December there was an excess of imports over exports amounting to 210,000,000 yen, an increase of 23,000,000 compared with the corresponding period in 1927. This might be attributed to the decreased value of silk exported to America, the decrease of purchasing power in the South Seas due to decline in rubber and sugar prices and accompanied by an anti-Japanese boycott, and also to the general business depression prevailing in India. A further reason was the fluctuation in foreign exchanges.

The import of raw cotton and rice showed a decrease of 75,000,000 yen and 45,000,000 respectively. The import of wool increased by 16,000,000 yen and that of machinery and timber showed increases of 10,000,000 and 8,000,000 respectively.

LETTER GOLF.

Water was changed to wine in the scriptures. Here's your chance to change BEER to WINE. Par is six strokes.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

Before the Argentine training ship Presidente Samiento left Portsmouth her commander visited H.M.S. Victory, and described Nelson as the greatest Admiral of all time.

BRITISH SEAMAN'S PRISON ORDEAL.

THROWN INTO CELL WITH MURDERERS.

Liverpool, Dec. 6. Details of an extraordinary experience in a Texas jail were related at Liverpool to-day by Roland Henderson, a seaman, of Abercynan, South Wales. Henderson, who was arrested early last month while seeking employment, was placed in a cell in Harris county jail, Houston, with four murderers on a diet of black coffee and boiled rice.

"Later I was horrified to hear," added Henderson, "that I was to go before the 'Kangaroo Court,' which is a mock affair presided over by long-termed prisoners. It was held in the prisoners' common room. The judge was a bootlegger who was serving a sentence of 18 years, and the sheriff was a bank robber. The jury were a motley collection of men all serving long sentences. When I was pushed into the centre of an evil-looking gang I gave vent to a few British seaman's curses, but was prodded in the ribs by the jurymen. I was told that if I did not pay over five dollars the court would inflict punishment and the gaolers would give me all the dirtiest work. Instead of the money, which I had not got, some of my clothing, a pocket knife and cigarette case were taken from me, and then I was made to run the gauntlet of the 'court' officials, who were armed with leather belts and other weapons.

Smuggled Letters. "With the assistance of six other seamen who, when they were released took out with them letters that I had written to the British Consul at Galveston, the British Ambassador at Washington and the immigration officers, I was eventually released after a fortnight's ill-treatment and starvation. I was allowed to sign on a British steamer bound for home. Fortunately one of the officers gave me boots and clothing, otherwise I should have had to work my passage in bare feet and without oilskins."

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THE TAIKOO DOCKYARD & ENGINEERING COMPANY
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SILL (H.W.O.S.T.) 34 FT. 6 INCH.

— THREE SLIPWAYS —

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

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"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Feb.

* Passenger Steamer. Fares to London: 1st Class £80; 2nd Class £55.

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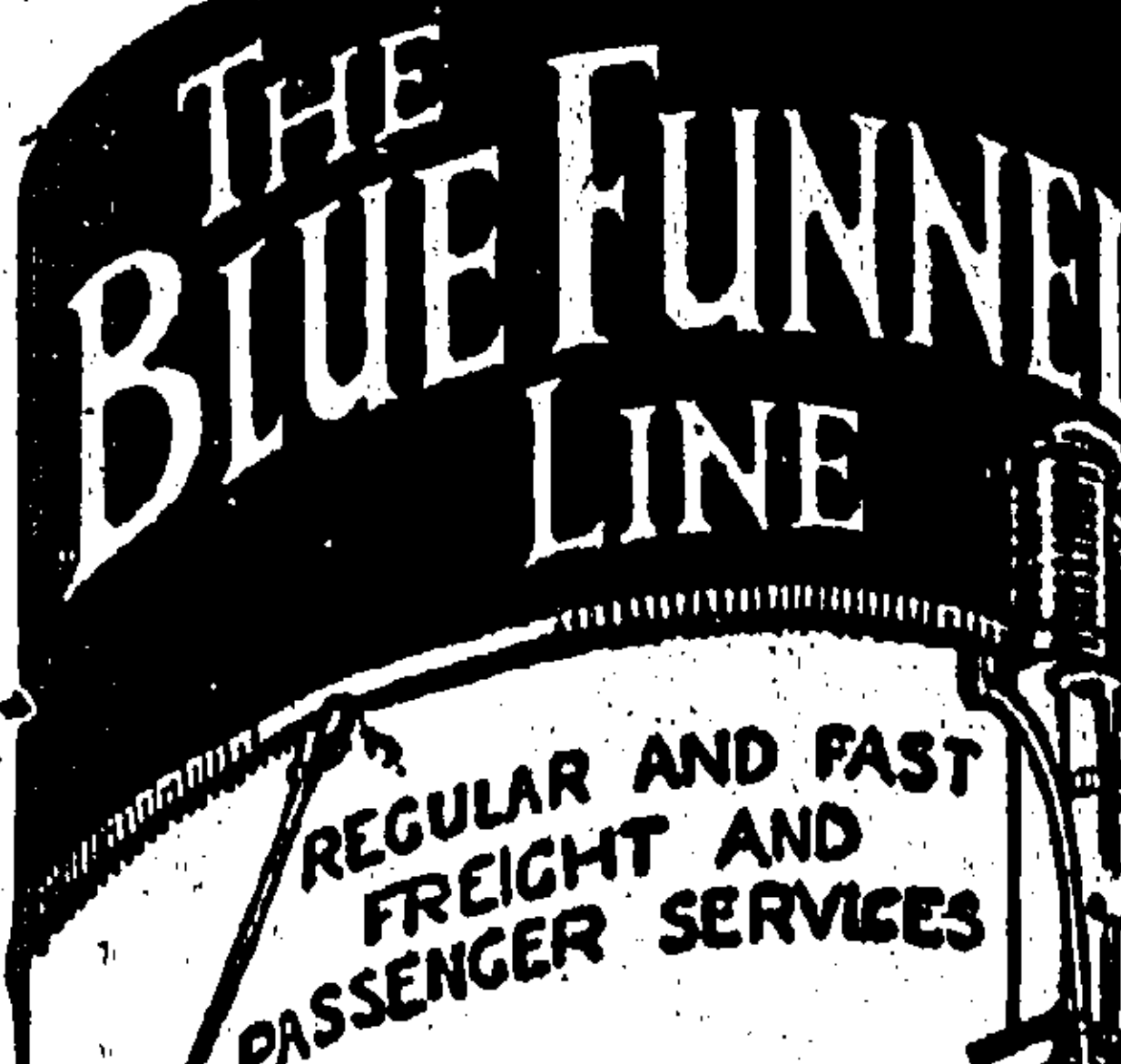
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"AENEAS" 22nd Jan M'los, L'don, R'dam & Glasgow
"PHILOTTES" 6th Feb M'los, London, R'dam & H'burg

LIVERPOOL SERVICE

"TYDEUS" 20th Jan Genoa, Havre, Liverpool & G'gow
"BELLEROPHON" 20th Feb Genoa, Havre, Liverpool & G'gow

PACIFIC SERVICE

via Kobe & Yokohama

"PROTEUS" 5th Jan Victoria, Vancouver & Seattle
"TALHYBIUS" 24th Jan Victoria, Vancouver & Seattle

NEW YORK SERVICE

"EUMAEUS" 14th Jan New York, Boston & Baltimore
"AUTOLYOUS" 8th Feb New York, Boston & Baltimore

INWARD SERVICE

"SARPEDON" 17th Jan For Shanghai & Dairen
"ACHILLES" 11th Jan Moji, Kobe & Yokohama
"NINGHO" 12th Jan Moji, Kobe & Yokohama

PASSENGER SERVICE

"AENEAS" 22nd Jan Singapore, Malacca & London
"SARPEDON" 20th Feb Singapore, Malacca & London

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Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. McKinley ... Tues., Jan. 14th Pres. Taft ... Tues., Jan. 6th, 7 a.m.

Pres. Grant ... Tues., Jan. 23rd Pres. Jefferson ... Tues., Jan. 21st

Pres. Cleveland ... Tues., Feb. 11th Pres. Lincoln ... Tues., Feb. 4th

Pres. Pierce ... Tues., Feb. 25th Pres. Madison ... Tues., Feb. 18th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. V. Buren Sun., Jan. 16, 8 a.m. Pres. Adams ... Sun., Feb. 24, 8 a.m.

Pres. Hayes Sun., Jan. 27, 8 a.m. Pres. Garfield Sun., Mar. 10, 8 a.m.

Pres. Polk ... Sun., Feb. 10, 8 a.m. Pres. Harrison Sun., Mar. 24, 8 a.m.

To Manila

Pres. McKinley Jan. 6th, 6 p.m. Pres. Grant ... Jan. 19th, 6 p.m.

Pres. V. Buren Jan. 13th, 8 a.m. Pres. Hayes ... Jan. 27th, 8 a.m.

Pres. Jefferson Jan. 16th, 6 p.m. Pres. Lincoln ... Jan. 29th, 6 p.m.

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"Changte" & "Taiping."

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VIA MANILA, AND THURSDAY ISLAND

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HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG	DUE TO SAIL
*TAIPING	In Port	11th January
*CHANGTE	8th February	15th February
*TAIPING	8th March	15th March
*CHANGTE	9th April	16th April

*Calls at Manila.

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

CANADIAN PACIFIC

S.S. "EMPRESS OF FRANCE"

is due to arrive HONGKONG
on WEDNESDAY, January, 9th

and will sail for

MANILA

at 5 p.m.

Thursday, January, 10th, 1929.

All passengers must hold certificate
of vaccination or be vaccinated
en route.

Passenger Dept.: Tel. C. 752. Cables: "GAOANPAO."
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"The system of Travellers Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the world 'travellers' being spelled with one 'L'. The advantage of the Cheques was so apparent that other banking institutions adopted the system."

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Issued in £10, £5, £100 and £5 and \$10 denomination—
bound in a small handy wallet and cost only 3/4 1 per cent.
Secure your steamship tickets, hotel reservation and itineraries;
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M.V. "CEYLON" ... 8th February
M.V. "NIPPON" ... 7th March
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M.V. "NIPPON" ... 31st January

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FRENCH MAIL STEAMERS.
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To MARSEILLES via Saigon,
Singapore, Colombo, Djibouti
(Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai
& Kobe.

ATHOS II. 15th Jan.
D'ARTAGNAN ... 29th Jan.
SPHINX ... 12th Feb.
G. METZINGER ... 26th Feb.
PAUL LEON ... 12th Mar.
ANDRE LEON ... 26th Mar.

SPHINX ... 15th Jan.
G. METZINGER ... 29th Jan.
PAUL LEON ... 12th Feb.
ANDRE LEON ... 26th Feb.
PORTHOS ... 12th Mar.
CHENONCEAUX ... 26th Mar.

We can issue through tickets to Egypt, Syrian ports,
East Africa, Madagascar by transshipment on our mail
steamers at Port-Said or Djibouti.

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PAN-AMERICA.

THE ARBITRATION AND
CONCILIATION PACTS.

Washington, Jan. 4.
The arbitration and conciliation
treaties drawn up under the
auspices of the Pan-American
Conference, which only require
formal ratification, are multi-
lateral.

The former establishes the
principle of compulsory arbitra-
tion in all international contro-
versies in American Republics to
which recognized principles of
international law are applicable,
the only exceptions being con-
troversies involving domestic
jurisdiction and those involving
third parties, although individual
nations are allowed to make other
exceptions.

The conciliation pact establishes
the principle of compulsory sub-
mission of all disputes of "any
kind", between American Re-
publics, "for any reason." The
publics, "for any reason." The
conciliating organs will be the
commissions established in the
1923 treaties, which heretofore
were only authorized to act as
fact-finding organizations.

The fact that the arbitration
treaty does not contain the usual
clause excepting disputes falling
under the vague, undefined head-
ing of disputes affecting the
"national honour and constitu-
tional provisions" of the signatory
governments, is considered a great
advance.—Reuter's American Ser-
vice.

Protocol Signed.

Washington, Jan. 4.
The Republic of Bolivia and the
Republic of Paraguay have signed
the Pan-American Conference pro-
tocol for the settlement of their
dispute.—Reuter's American Ser-
vice.

An Argentine Claim.

Buenos Aires, Jan. 4.
President Irigoyen received a
deputation from Chaco, the dis-
puted Bolivian-Paraguayan terri-
tory, and it was pointed out by
him, that half of this rightfully
belongs to the Argentine.—Reu-
ter's American Service.

And Brazil Too.

Rio de Janeiro, Jan. 4.
Brazil has refused to partici-
pate in the Bolivia-Paraguay
negotiations, because of her own
boundary dispute with Bolivia,
which might make her an in-
terested party.—Reuter's Ameri-
can Service.

POPPY DAY EFFORT.

HONGKONG'S SPLENDID
RESPONSE TO APPEAL.

Mr. J. K. Shaw, the Hon. Treas-
urer of the Poppy Day Sub-Com-
mittee, writes:
I have to inform you that the
sum of \$1,500 has been forwarded
to the Central Fund in London of
Earl Haig's Fund for Ex-Servic-
Men and their Dependents, as the
result of the appeal which was
made through the sale of poppies,
etc., on November 11 last.

In addition, Demand Drafts for
£80, £47 and £210, being contri-
butions from residents in Swatow,
Wuchow and Hoihow, are also
being sent home.

There are still a few promised
amounts outstanding, which are
expected to be received shortly and
I am directed to advise you that
a full statement will be forwarded
for publication in the near future.

WATER SUPPLY.

A SERIOUS SHORTAGES ON
HONGKONG SIDE.

With practically no rain at all
in December, the water supply
situation continues to give cause
for anxiety on the Hongkong side.
All the reservoirs are well below
overflow, big Tytam Tuk being no
less than 47 feet down. On
January 1, there was just about
two-thirds of the amount of water
there was on the same date a year
ago.

The following figures give the
storage in millions and decimals of
gallons for last year and this year:

	1928	1929
Tydam	285.70	266.14
Tydam Byewash	33	36
Tydam Intermediate	195.90	183.00
Tydam Tuk	126.98	622.00
Wong Nei Chung	13.46	7.03
Pokfulam	25.82	18.60

Total 1,448.25 698.63

Owing to the restrictions im-
posed the consumption has con-
siderably decreased. During
December the consumption was
196.41 million gallons, as against
271.58 million gallons in the same
month of last year. The popula-
tion is estimated at 428,260 which
gives a consumption per head per
day of 14.8 gallons. The daily
consumption per head for Decem-
ber, 1927, was 20.9 gallons.

There was a full supply in all
rider main districts during
December, 1927, with the exception
of the districts West of Eastern
Street, where an intermittent
supply was given. During last
December services to houses in the
rider main districts were discon-
nected and a supply was given by
public street fountains only.

Kowloon Figures.

The Kowloon water situation is
satisfactory, the following being
the figures in millions and
decimals of gallons:

	1928	1929
Kowloon Reservoir	230.42	200.74
Shek In Pui Reservoir	96.37	104.10
Reception Reservoir	27.24	28.76

Total 404.03 333.60

The consumption in December
was 109.76 million gallons for an
estimated population of 168,220,
giving a consumption per head per
day of 21 gallons. The figures for
December, 1927, were 88.68 million
gallons consumption; 163,180
estimated population and 17.5
gallons consumption per head per
day. There was a full supply in
all districts during December 1927
and 1928.

The total rainfall up to Decem-
ber 31 is given as 71.16 ins. against
107.87 ins. for 1927.

DISBANDMENT.

CONFERENCE EXPECTED TO
LAST A FORTNIGHT.

Nanking, Jan. 4.

Owing to the large number of
proposals, thirty-two of which
concern military organization and
disbandment and twenty-six other
relative matters, the Disbandment
conference, which is resuming
to-morrow, will probably be in
session for a fortnight.

Besides the twenty-three mem-
bers appointed to the Conference,
specialists are being invited to
participate whenever their advice
is desired.—Reuter.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

The Steamship,

"DARTAGNAN"

Arrived Hongkong on 2nd January,
1929, from MARSEILLES &c.
Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception of
Opium, Treasure and Valuables are
being landed and placed at their risk
in the Godowns of the Hongkong
Kowloon Wharf and Godown Co., Ltd.,
Kowloon, whence delivery can be
obtained as the goods are landed.

Goods not cleared within 7 days
including date of arrival, will be
subject to rent.
All claims must be sent to the
undersigned before the Friday, the
11th January, 1929, or they will not
be recognized.

Damaged packages must be left in
the Godowns for examination by the
consignees, and the company's Sur-
veyor, Messrs. Godard & Douglas
at 10.00 a.m. on Tuesday the 8th
January, 1929.

No claims will be admitted after the
goods have left the Godowns.
No Fire Insurance will be effected
by us in any case whatever.

L. LESDOS,
Agent.

Hongkong, 2nd January, 1929.

"ELLERMAN" LINE.

From EUROPE.

The Steamship,

"CITY OF MADRAS"

having arrived, Consignees of Cargo
by her are informed that all goods
are being landed at their risk into
the hazardous and/or extra-hazardous
Godowns of Ho's Wharf, whence
Delivery may be obtained.

No Claims will be admitted after the
goods have left the Godowns, and
all Goods remaining undelivered
after 7th January, 1929, will be
subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 14th January,
1929, or they will not be recognized.
All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and noon, within
the Free Storage period of One
Week.

No Fire Insurance has been affect-
ed.
Bills of Lading will be countersigned
by

THE BANK LINE LIMITED,
General Agents.

PEACE AND WAR.

SWORD AND OLIVE BRANCH
IN U.S. SENATE.

Washington, Jan. 4.
After a brief speech in the
Senate declaring that the con-
struction of fifteen new cruisers
was vital for the safety of the
United States, Senator Elihu
Chairman of the Naval Committee,
Chairman of the Foreign Rela-
tions Committee, in order to dis-
pose of the Kellogg anti-war pact
before the cruiser construction
bill was voted on.—Reuter's Ameri-
can Service.

LETTER GOLF
SOLUTION.

Here is the solution to the
puzzle on another page.
BEER, SEER, SEED, SEND,
WEND, WIND, WINE.

P. & O. BRITISH-INDIA, APCAR AND
EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and
Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa,
Australasia, including, New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Aden, etc.

PENINSULAR & ORIENTAL-FOR NIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong (about)	Destination
KALYAN	6,144	19th Jan.	Marseilles, L'don & Hull
ALIPORE	5,273	24th Jan.	Straits, Colombo & B'bay
MOREA	10,953	2nd Feb.	Bombay, M'los & London

1 Cargo only.
Frequent connections from Port Said for Passengers & Cargo to Constantinople,
Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	8th Jan. p.m.	S'pore, Penang & Calcutta
SANTHA	7,754	29th Jan.	S'pore, Penang & Calcutta
TILAWA	10,006	6th Feb.	S'pore, Penang & Calcutta

B. I. APCAR Line steamers have excellent accommodation for
1st and 2nd class passengers. All steamers are fitted with
wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	1st Feb. 1929.	Manila, Sandakan, Thure
TANDA	6,658	1st Mar.	Island, Townsville, B'bane
ST. ALBANS	4,500	30th Mar.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and
Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Kobe,
Kulambayan, Tawau, Timor, Darwin, or other ports en route as indicated on the
Frequent connections from Australia with the following—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	6,000	8th Jan.	Moji, Kobe, Osaka & Yokohama
KIDDERPORE	5,334	11th Jan. D'light	Moji & Kobe
TILAWA	10,006	14th Jan.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,003	18th Jan.	S'hai, Moji, Kobe & Yokohama
IPADUA	5,907	24th Jan.	S'hai, Moji, Kobe & Yokohama

1 Cargo only.
All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be
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\$120, \$112, \$110 \$102 283 via SAN FRANCISCO
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

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Korea Maru ... Wednesday, 6th Feb.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Aisuta Maru ... Saturday, 12th Jan.

Kashima Maru ... Saturday, 26th Jan.

Hakone Maru ... Saturday 9th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday 23rd Jan.

Mishima Maru ... Wednesday, 20th Feb.

BOMBAY via Singapore, Penang & Colombo.

Awa Maru ... Friday, 11th Jan.

Hakodate Maru ... Monday, 28th Jan.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Anjo Maru ... Friday, 1st Feb

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Bingo Maru ... Monday, 28th Jan.

NEW YORK via PANAMA.

Tatsuno Maru ... Sunday, 27th Jan.

LIVERPOOL via Port Said, Genoa & Marseilles.

Durban Maru ... Monday, 21st Jan.

CALCUTTA via Singapore, Penang & Rangoon.

Genoa Maru ... Sunday, 6th Jan.

Tokushima Maru ... Tuesday, 22nd Jan.

SHANGHAI, KOBE & YOKOHAMA.

Suwa Maru ... Monday, 7th Jan.

Penang Maru (Direct Kobe) ... Thursday, 10th Jan.

Kawachi Maru (Mojit Direct) ... Saturday, 12th Jan.

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S.S. "AUTOLYCHUS" ... via Suez Canal 8th Feb.
Steamers proceed via Suez Canal or Panama Canal at owners' option.

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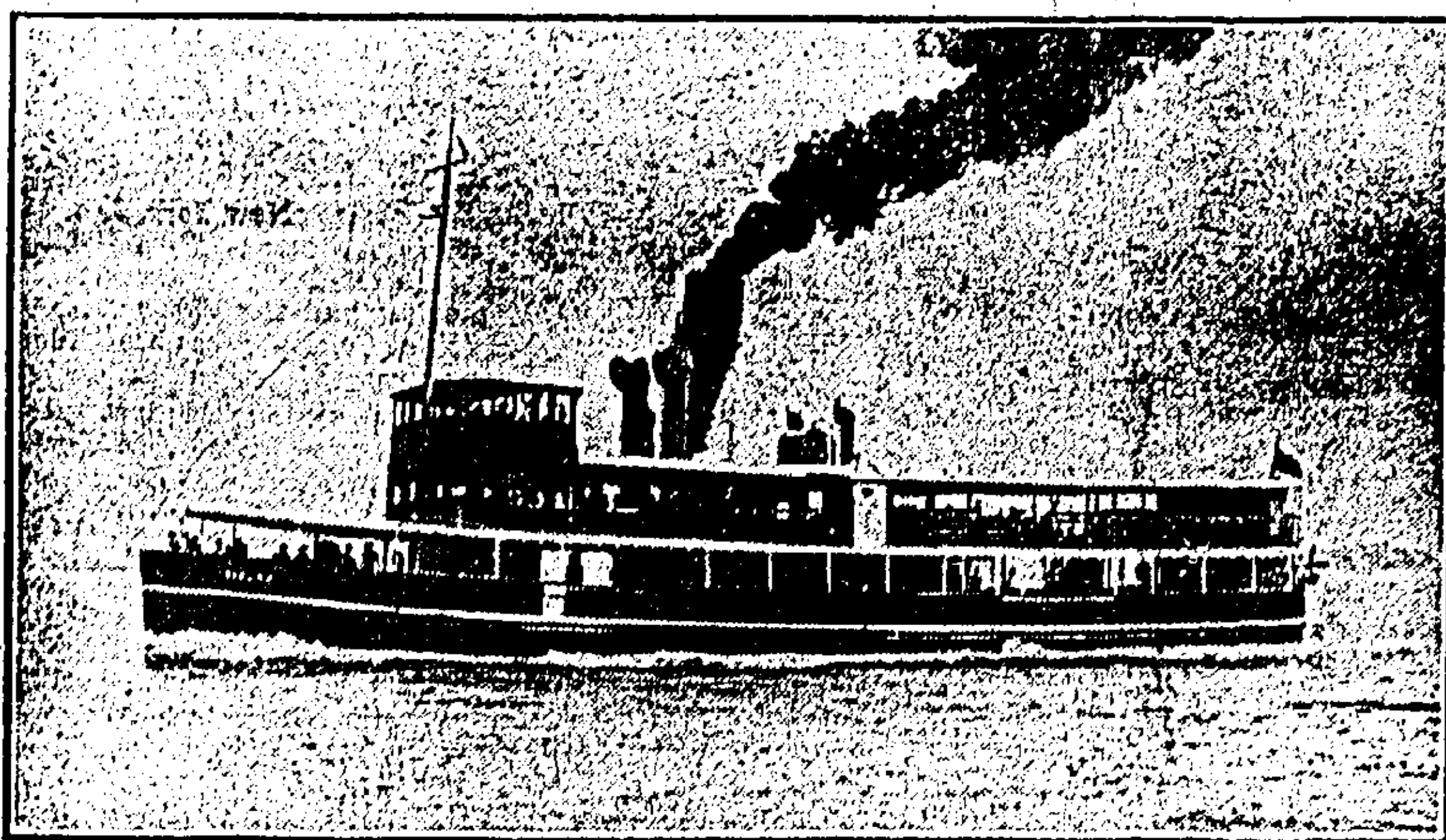
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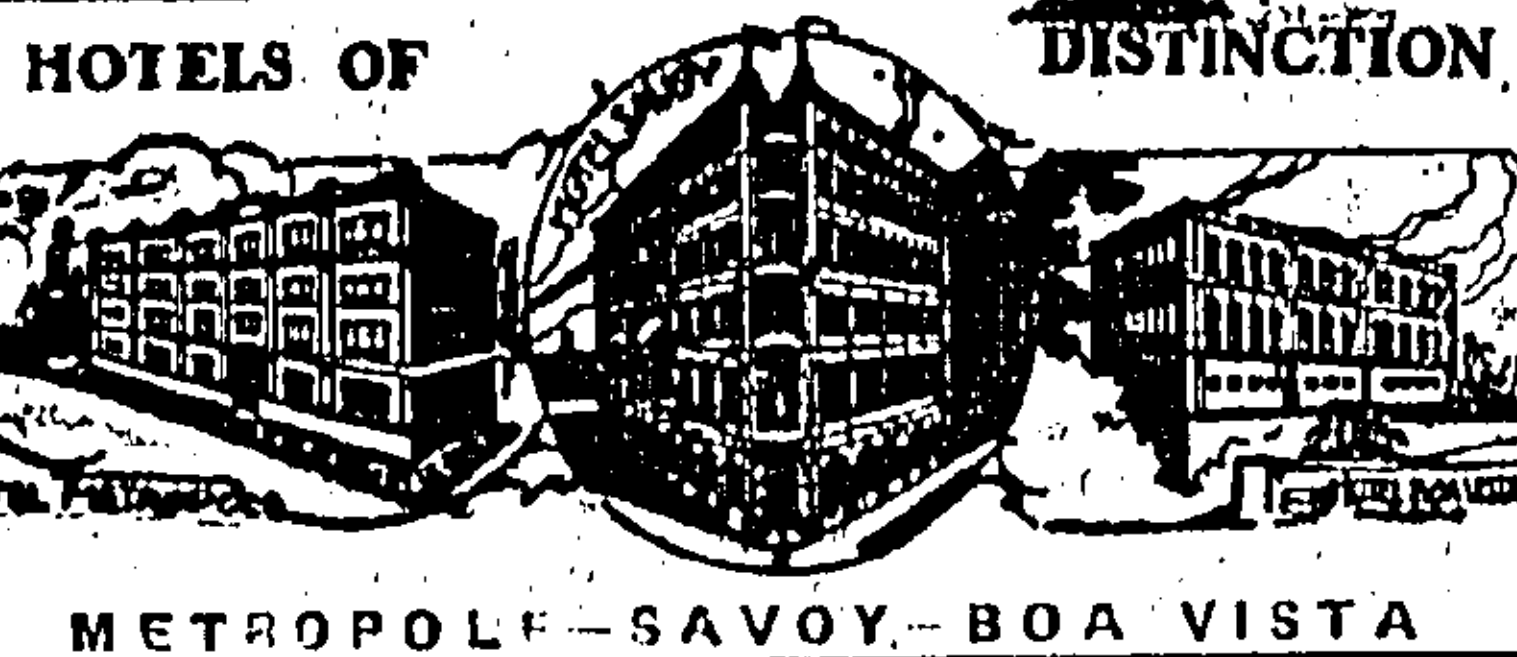
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Bar and three Billiard Tables; two in New Billiard Saloon.
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LARGEST BALLROOM IN THE STRAITS.
Overlooking the Sea.
Hot and Cold Running Water. Modern Sanitary System.
Highest Quality Catering. European Chef.
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and Luxuries of Modern Hotel
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THE HOTEL RIVIERA,
MACAU.
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GENEVA EXPERT FOR CANTON.

M. ALBERT THOMAS ARRIVES
IN HONGKONG.

LEAVING TO-NIGHT.

Canton, Jan. 4.
M. Albert Thomas, the French head of the International Labour Bureau of Geneva, is expected in Canton to-morrow on a flying visit. He arrived in Hongkong from Shanghai to-day by the President McKinley. M. Thomas will come up to Canton on to-night's steamer, the s.s. Taishan, and he has a very full programme mapped out for to-morrow.

Beginning the day at 8 a.m. he will first visit the monument of the 72 heroes; from 9 a.m. till mid-day he will attend various receptions, mostly at the different Labour Union Headquarters and another at the French Consulate, where he will meet the French community.

At 12.30 p.m. the Government authorities are giving a large tiffin in his honour and at 3 p.m. M. Thomas will leave again for Hongkong by the afternoon train. From Hongkong, M. Thomas is proceeding to Haiphong and will probably leave for that port on Sunday morning by the French ship Allaire.

M. Thomas is not the only Frenchman of note expected in this port during the next fortnight. About the 10th or 12th instant, Monsieur de Billy, the French Ambassador at Tokyo, is expected here for a few days. Monsieur de Billy left Japan shortly after the end of the Coronation ceremonies and has been making a tour in Formosa. He will now be returning to Tokyo via Shanghai.

Then Rear-Admiral Stoltz, Commanding the French Far Eastern Fleet, is expected here on about the 18th instant. Rear-Admiral Stoltz will arrive in Hongkong on his flagship, the Jules Michelet, and will probably come up here on the French gunboat Argus and spend a few days in Canton.—Our Own Correspondent.

WOMEN M.P.'S AND FASHIONS.

LADY ASTOR BREAKS AWAY
FROM BLACK.

Westminster, Dec. 4.
Mr. Baldwin communicated to the House of Commons this afternoon the decision to appoint Counsellors of State to act during the illness of the King.

Although the mood of the House became intensely grave as soon as his Majesty's illness was mentioned, members, a little earlier, had been famously diverted by a complete transformation in the appearance of Viscountess Astor.

Lady Iveagh was complaining the other day that the women in Parliament move and have their being under an embarrassing surveillance. But did Lady Astor really expect the masculine eye not to notice the revoking of every article in her sartorial constitution when she walked in wearing hat and dress of a light hue of cherry?

Never before has she burst the bounds of business-like black and white. The first woman to join the Commons, she had established these non-colours almost as a uniform, and all her successors have more or less been imitators. So that her appearance today was as moving as it would be to come in a club blazer at Ascot.

The whole House cheered with unaffected joyousness. A male innovator would have suffered a thousand deaths, but Lady Astor carried the situation off with the undimmed ease which only her sex can compass.

Another Precedent.
Now that the whole convention of sombre debating modes for women has been overturned, the House must carefully mark the next audacities in the movement. It may well be that we are in for a brighter Parliament.

Lady Astor was not the only one of the fair group of seven to furnish the Commons with a precedent this afternoon. Miss Bondfield introduced a Bill—to provide footwear for children in the distressed areas—which will go down as the first measure to have as its sponsors none but women.

The De-Rating Bill for Scotland was debated again, and in a discussion that was loaded with repetitions Sir Robert Horne's speech was about the best, for its well-constructed argument to prove that British manufactures ought to be stimulated and cheapened by the relief the Government is about to bestow.

The second reading of the Bill was carried by 319 votes to 160.

The P. and O. s.s. Malwa, from Hongkong, arrived at Marseilles on the 4th January at noon.

ALL DEPENDS ON BRITAIN.

KWANG CHOW WAN
RETROCESSION.

CHINA HOPES BRITAIN WILL
RETURN WEIHAIWEI.

CANTON STATEMENT.

With a view to obtaining an official pronouncement in regard to the agitation for the retrocession of Kwang Chow Wan territory, a representative of the Canton Gazette called at the Canton Foreign Office on Thursday and made enquiries on the subject. Mr. Chu Chao-hsin said it was true that the Chinese Government was anxious for the rendition of Kwang Chow Wan and he was of the opinion that France would gladly return it to China. This territory was leased 29 years ago, but according to the Washington Conference of 1921-22, he pointed out, Wei Hai Wei should first be returned to China by Great Britain.

Britain's Promise.

It will be recalled that the British Government had agreed to return Wei Hai Wei to China at that Conference. The French delegates then declared that France would be quite willing to return Kwang Chow Wan to China after Great Britain had rendered Wei Hai Wei.

"In 1925," Mr. Chu further said, "the Peking Government instructed me to take up the matter with Mr. Ramsay MacDonald, then the British Foreign Minister. Except for one or two controversial points, the negotiations proceeded rather smoothly and the retrocession of the port appeared to be a fait accompli."

Deadlock Reached.

"The profoundest hopes were entertained. Even the one or two controversial points which appeared to be so divergent could have been brought together and amicably settled, but on account of the change of Cabinet of the Peking Government coupled with the incessant political disturbances which prevailed at that time, the negotiations, to my great regret, had to be postponed. Had it been possible to continue negotiations, the rendition of Wei Hai Wei would have been accomplished long ago."

Relies on Britain.

"As the whole country is now united under the Nationalist Government, the time is opportune for the resumption of negotiations with the British Government in this regard. I can take it for granted that the British Government will be glad to negotiate with us again, and this being the case, the rendition of Wei Hai Wei should not be far distant."

"When Great Britain has returned Wei Hai Wei, I am sure that France will fulfil her promise declared at the Washington Conference and will likewise return Kwang Chow Wan without hesitation."

WOMAN PILOT'S CRASH.

CAUSE REVEALED AT THE
TECHNICAL INQUIRY.

The technical investigation into the air accident at Mill Hill on October 20, which resulted in serious injuries to Miss O'Brien, daughter of Sir Timothy O'Brien, will show that the cause was the failure to connect up the rudder controls of the machine.

Miss O'Brien was giving instruction to a pupil who was flying the machine from the back seat. Miss O'Brien was in the front seat. The controls in the back seat were working properly, but the rudder bar in the front seat was not connected up to them. Miss O'Brien allowed her pupil to climb to a few hundred feet, and the aeroplane then went into a spin.

When Miss O'Brien tried to right the machine she found that she had no rudder control. She was righting the machine by means of the stick alone when it struck the ground. Most aeroplanes can be righted from a spin by use of either the rudder bar or the stick, but some cannot be so righted, and all take longer to come out of a spin when one control is inoperative.

PAN-AMERICAN PARLEY.

MULTILATERAL TREATIES
APPROVED.

Washington, Jan. 5.
The Pan-American Conference yesterday finally approved the drafts of the multilateral treaties, and also the report of the Special Committee dealing with the Bolivia-Paraguay dispute.—*Reuter.*

THE RYE LIFEBOAT DISASTER.

FINDINGS OF COMMISSION
OF INQUIRY.

MEASURE FOR RECALL.

London, Jan. 4.
The Rye lifeboat disaster which wiped out practically the whole of the fishing population of the tiny hamlet of Rye Harbour on November 15th, has been the subject of a Commission of Inquiry, which delivered its findings to-day.

The Commission found that prompt and proper measures were taken for the recall of the lifeboat when it was discovered on shore that the German steamer "Alice" whose distress call was being answered had been abandoned by her crew, and the latter rescued by another ship.

The opinion was expressed, however, that the recall flag should also have been hoisted at daybreak though it was most improbable that it would have been seen. The evidence showed that the lifeboat suddenly capsized owing to the high seas and the gale, and that the deaths occurred by breaking water and heavy surf. Seventeen of the crew died in the accident in the full view of anxious watchers on the cliffs.

Regarding allegations that the lifebelts worn by the crew were unsatisfactory, indeed dangerous, the Commission said that it was impossible to say whether the lifebelts caused or contributed to the loss of life.—*Reuter.*

MR. RAMSAY MACDONALD.

BITTER ATTACK BY A FRENCH
NEWSPAPER.

Paris, Dec. 12.
A French opinion on Mr. Ramsay MacDonald and his recent Paris speech which appeared to-day in the *Avenir* is startlingly savage. It runs in part as follows: "Ramsay MacDonald did his best not to shock his audience, but we cannot forget what he cost this country and his own. His altars drip with blood."

"Before 1914 he never allowed a year to pass without asking in the House of Commons if a military alliance existed between England and France. Owing to him and his kind the Kaiser believed in 1914 that he could invade Belgium without fear of English intervention."

"At the end of July, 1914, he organised a meeting after meeting in favour of English neutrality. One saw him fight against conscription, and urge workers at munition factories to strike. "If the policy of MacDonald had been followed, the complete victory of Germany would have been assured. A nation can pardon. It has not the right to forget."

WORLD RECORD BROKEN.

U. S. AEROPLANE STILL
IN THE AIR.

Los Angeles, Jan. 4.
The "Question Mark" has already broken the world record in its refuelling flight, having been aloft for 61 hours and 7 minutes, at 8.30 yesterday evening. It was still in the air this morning.

The crew now hope to surpass the Graf Zeppelin's record of continuous flight. Some 170 gallons of petrol was put aboard just before midnight, when the plane was travelling at seventy miles an hour.—*Reuter's American Service.*

AMERICAN COMBINE.

RADIO CORPORATION AND
VICTOR.

New York, Jan. 5.
The long-discussed unification of the Radio Corporation of America and the Victor Talking Machine Company has been finally consummated.

It was announced last night that the proposal had been approved by both Boards of Directors.—*Reuter.*

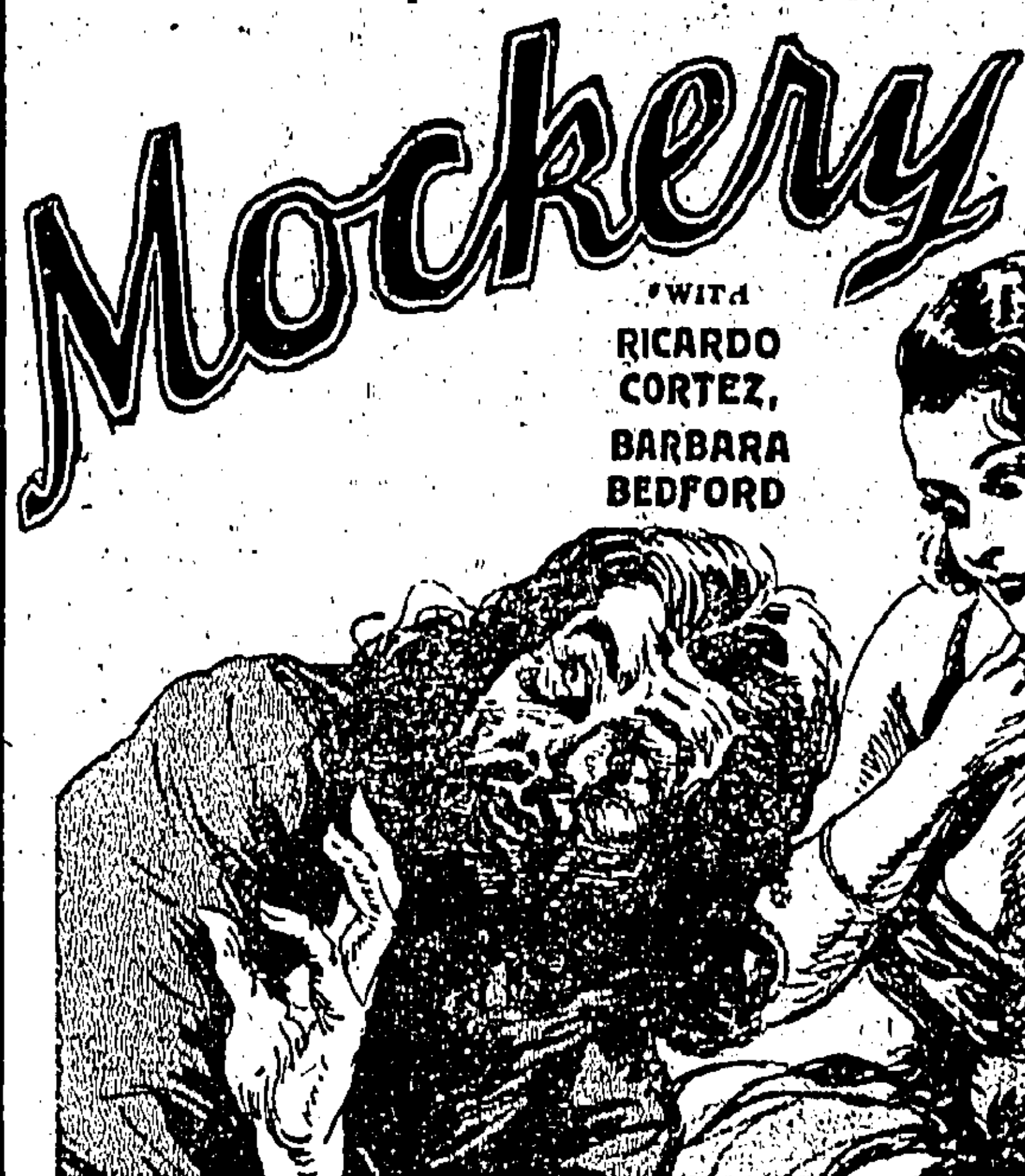
The local agency of the Banque Franco-Chinoise informs us that the Chinese Maritime Customs having effected the second payment for the year 1928 on the Boxer indemnity, the coupons No. 8 of the 5% Gold Loan, 1926, with the bonds drawn on 3rd December last, will be redeemable on the 15th instant through the Bank's Agencies.

Dr. Arthur Woo has returned to the Colony after six months spent abroad.

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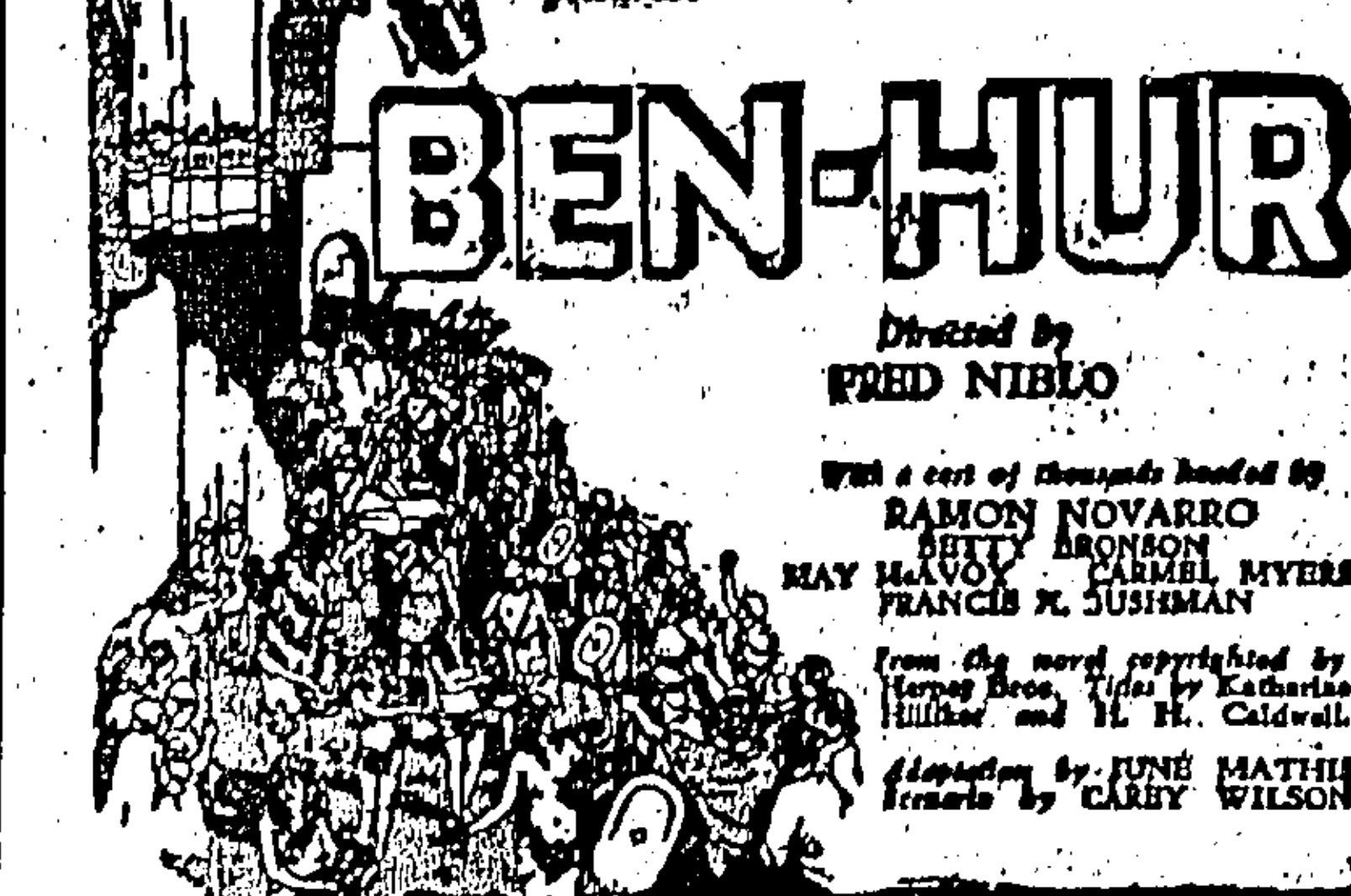
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